

The Hongkong Telegraph.

WEATHER FORECAST
RAIN.
Barometer 20.88

March 15th, 1913, Temperature a.m. 55, p.m. 58; Humidity...70, 71.

(ESTABLISHED 1881.)
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March 15th, 1912, Temperature a.m. 52, p.m. 55; Humidity...72, 70.

No. 8044. 晚八初月二年丑癸

SATURDAY, MARCH 15, 1913.

大拜禮 號五十月三英曆

836 per Annum
SINGAPORE CORP. 10 CORN.

TELEGRAMS.

NAVAL ESTIMATES.

ALL-ROUND INCREASES.

Reuter's
[Service to the "Telegraph."]
London, March 14.

The Navy Estimates reach £46,309,300, as compared with £45,075,400 for the current year. Of this sum £2,052,400 is for new construction, consisting of five battleships, eight light cruisers, 18 destroyers, and a number of submarines.

There is an increase in the personnel of 8,500. The total cost of the new programme will be £15,958,525, compared with £13,014,000 for the year 1912-13. The Memorandum states that there had been an extraordinary pressure of work in the shipyards and scarcity of labour, leading to short earnings by contractors. On the continuation programme it is estimated that not more than £11,250,000 will be spent during the year, as compared with £12,000,000 estimated for in 1912-13.

Every effort will be made to secure punctual deliveries, and should the conditions change and progress improve, further estimates will be presented later in the year.

The Naval Memorandum says that it has been decided not to proceed with the two shallow-draught steamers for service on the China Station until the new financial year.

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 16th March. 8th Sunday in Lent. Holy Communion (8.15 a.m.). Matins (11 a.m.). (Full Choir). Responses: Ferial; Venite: Kempton, Psalms: of the 16th morning; Benedicite: Elliott in G.; Benedictus: Garrett in G.; Anthem: "O Saviour of the world."—Goss; Holy Communion (11.45 a.m.). Kyrie: Thorne in E minor; Hymns: 99, 108; Evensong (5.45 p.m.). Responses: Ferial; Psalms: of the 16th evening; Magnificat: Barnby, Nunc Dimittis: Crotch (10th evening); Hymns: 267, 112, 89; Misere: Felton in C minor.

St. Andrew's Church, Kowloon, —The Sunday next before Easter 16th March 1913. Matins. Responses: Ferial; Venite: Crotch, Psalms: Weldon, Rimbaud, LXXXI. Rimbaud 1 to 11. Hymns 12 to end. Te Deum: Woodward, Smart, Turle, Jubilate: Hopkins (Benedicite); Hymns: 98, 99, 946; Kyrie: Mendelssohn; Evensong: Hymn: 99; Responses: Ferial; Psalm: As set, Magnificat: Goodenough, XXII. Evening, Nunc Dimittis: Foster. VII. Evensong, Hymns: 164, 304, 27.

Garrison Divine Service: —Church of England Victoria Cathedral 9.15 a.m. Chaplain. Church of England Detention Barrack Detention Barrack 8.30 a.m. Chaplain. Church of England Stonecutters Barracks, Under Orders. Senior Officer. Church of England Military Hospital Bowen Road 6 p.m. Chaplain. Church of England Lyemum Barracks, Under Orders. Senior Officer. Church of England Kowloon St. Andrew's Church 10 a.m. Offg. Clergyman. Church of England Mount Austin Barracks, 10.45 a.m. Chaplain. Church of England Hung Hom Camp St. Andrews Church 10 a.m. Offg. Clergyman. Church of England Fanning Camp Senior Officer. Baptist Victoria, Union Church 10 a.m., Offg. Clergyman. Congregationalist Victoria Union Church, 10 a.m., Offg. Clergyman. Presbyterian Victoria, Union Church, 10 a.m., Offg. Clergyman. Wesleyan Victoria Wesleyan Church, 10.15 a.m., Offg. Clergyman. Wesleyan Mount Austin, Mount Austin, 10 a.m., Offg. Clergyman. Roman Catholic Victoria, St. Joseph's Church, 10 a.m., Offg. Clergyman. Roman Catholic Kowloon, Rosary Church, 9 a.m., Offg. Clergyman.

Christian Science services, MacDonnell Road, Sunday, 11.15 a.m.; Wednesday, 5.30 p.m.

TELEGRAMS.

THE BALKAN WAR.

TURKISH NAVAL ACTIVITY.

Reuter's
[Service to the "Telegraph."]
London, March 14.

A message from Belgrade states that the Turkish battleship Hamedieh shelled two Serbian transports. Both were set on fire and considerable damage to stores and ammunition was caused. About 50 men were killed.

After bombarding Durazzo the Hamedieh departed for Giovanni di Medua, where it bombarded the Serbian barracks with little effect, the artillery returning the fire.

Peace Prospects Black. A message from Constantinople says it is believed that among the additional demands which the Allies will present to the Powers is one demanding full rights for their subjects in Turkey, and this, it is thought, will prove another stumbling block to the conclusion of peace. It is also feared that the attempt at mediation will end in failure.

ROMAN CATHOLIC CATHEDRAL.

Palm Sunday.

The Blessing of the Palms is to commence at 7.30 o'clock to-morrow morning. The procession will go round the Church, the Deacon singing "Procedamus in pace." During the procession several anthems will be sung. At the return of the procession, two or four chanters will go into the church and, shutting the door, with their faces towards the procession, will sing the first two verses of the hymn "Gloria laus et gloria tibi sit," which will be repeated by the priest and the others without the church. Then those who are within will sing the other verses. The sub-deacon will knock at the door with the foot of the Cross, and on the door being opened, the procession will enter the church singing, "Ingressi domum Domini." Then follows the Mass, at which all hold the palms in their hands during the singing of the Passion and the Gospel.

The conclusion of the Mission conducted by the Rev. Fr. Lynch, since the beginning of the week, takes place to-morrow (Sunday), and a special service will be held in the evening, at which the Pope's Blessing will be pronounced.

TEA TESTING.

A remarkably simple method of testing the purity of imported teas has been adopted by the United States Government, says the "Kobe Herald." The testing is done with the aid of an ordinary table knife and a sheet of white paper, upon which a small quantity of the tea to be tested is placed. The tea is then rubbed in with the knife. When the leaves have been reduced to a powder the paper is dusted clean with a brush made of common bristles and its surface examined with the naked eye or a microscope. If the tea is artificially coloured, little spots or streaks of vivid Prussian blue will appear in the fibre of the paper. These stains are so distinct in their colouring that they cannot possibly be confused with any other stain that may be in the paper.

London's Fire Losses. According to a return issued by the Fire Brigade Committee of the London County Council, the monetary loss caused by fires in the County of London during 1912 amounted to no less than £421,809.

Double Punishment. Jean Lornier, an employee of the Oberbourg arsenal, who jumped from a tramcar in motion to secure his cap, and broke his leg, was fined 10s. for contravening the law in alighting from a public vehicle before it stopped.

TELEGRAMS.

TARIFF REFORM.

MR A. CHAMBERLAIN SPEAKS

Reuter's
[Service to the "Telegraph."]
London, March 14.

Mr. Austen Chamberlain, addressing a Tariff Reform League meeting yesterday, said he regretted that a Tariff Reform amendment to the Address had been prevented by a Radical blocking motion. He said that he and others had made great and bitterly-felt sacrifices in the interests of party unity in agreeing to the new method of Tariff procedure, but they did so without abandoning one single aim and on condition that the others were equally loyal. "If that condition is not observed," he declared, "we cannot be asked to persist in the sacrifice."

SHORT SERMON.

But this one thing I do, forgetting those things which are behind, and reaching forth unto those things which are before.—Philippians, iii, 13.

In themselves, the words taken for a text form no unusual sentiment. Many persons proceed along much the same line, "forgetting those things which are behind, and reaching forth unto those things which are before." It would be well for all persons to do so, since this is the wise and sane way to live.

When we stop to think that St. Paul wrote these words while in prison, they become more impressive. It is one thing to hold to certain principles while free to do as we may choose; quite another to remain steadfast when deprived of bodily freedom or harassed by the consciousness that we are being unjustly punished.

This greatest of Christians was not to be swayed by bonds and fetters. Vigorous of mind and body—a veritable giant for good—he found his faith in his Master sufficient for every need, and from his cell sent out to friends and converts those inspiring letters which still strengthen the faith of those who believe in the same Master.

So when he speaks of forgetting things that are past and reaching forth to things that are to come, the words bear to us a message that is magnified by the state of the writer and his unusual past.

He had to forget doubt and grief. He had to forget persecution of those who were martyrs to the cause in which he himself now was leader. He had to forget so much more than the average individual is trying to remember that surely no one of us should feel it impossible to follow in his steps in this particular.

St. Paul knew, as does every one who seeks knowledge through experience, that one of the most burdensome of loads is that composed of past deeds and misdeeds. He knew, as any one may learn, that this load is not only heavy, but galling, because of the fact that it is borne to no worthy purpose. It does not permit the bearer to keep his eyes on the road in front, hence he constantly is stumbling and falling.

One of the commonest criticisms aimed at the doctrines of Christianity has to do with their emphasis of the future. This, like many another criticism, is based chiefly upon personal or denominational construction of these doctrines. For many years, in certain churches, too much emphasis was laid on a "heaven beyond," too little attention was paid to a world here which was much in need of uplifting and purifying influences.

This was not the fault of Christ's teachings, but of their faulty construction by man. Certainly none ever taught more fully and clearly or lived more completely the lesson of living first for what we can do and be in this life. And in these days of greater

TELEGRAMS.

MILITARY AVIATION.

AIRIAL LEAGUE'S DEMAND.

Reuter's
[Service to the "Telegraph."]
London, March 14.

The Aerial League of the Empire has issued a manifesto urging the necessity for an immediate vote of £1,000,000 for the development of the air services.

"No Need to Fear"

Colonel Seely, speaking at the annual dinner of the Aero Club, said that the Chancellor of the Exchequer had agreed to the sum requested for the increase of the number of military aeroplanes. He said that the progress made in England in regard to aviation during the past year would equal that of any country and we had no need to fear the future.

enlightenment and larger feeling of brotherhood, Christianity is being made more and more a matter of the Now and less and less of the future. We are being urged to think only of "mansions in the skies." Yet always it has been, and always it must be the religion of the Better To-morrow. And to attain to this better to-morrow we must cast away constant concern over things that have gone into the past and fix our aims upon that future where our hopes abide, not necessarily a future in some other life, but the finer and higher possibilities of this existence.

To the real Christian, like Paul, there always is light ahead, however dark the past may have been; however dull and cheerless the immediate present may be. From the prison cell of whatever sort of imprisonment ours may be, can be seen the dawn-promise of at least another chance or two to be of use, and while we know we can be of use we cannot despair.

Before us lie great opportunities to help; greater now, perhaps, than any previous time in the history of the world. For men and women are beginning to realize the social spirit of Christianity, and the field for such effort is as broad as the world itself.

So, aside from the personal application of the text, there is a wider reading of it, and to look behind now when we are so able to answer some of the calls for help, would be to desert the Master's work. For He lived and died for those things which still are before us.

A DISTANT CALL.

Wireless Message Heard Four Thousand Miles Away.

Seattle, February 6.—The wireless operator at the United States Army post at Eagle, Alaska, heard the Government station at Key West, Fla., sending a message to "Mare Island, Cal., December 18th, according to mail addresses received from the north to-day. The Eagle operator heard Key West's signals clearly, but Mare Island complained of static interference. The distance in an air line from Key West to Eagle is more than 4,000 miles.

The Eagle station has frequently heard messages sent by stations in California and by ships in mid-Pacific. Climatic conditions in Alaska are ideal for wireless communication, say the Government operators.

Unusual.

The highest fine in connection with the cases brought before the Police Court, this morning, in connection with offences under the opium Ordinance was one of \$3.

Lottery Tickets

A fine of \$25 was imposed by Mr. O. D. Melbourne, on a man charged at the Police Court, this morning, with being in possession of lottery tickets. Inspector McDonald, proved the charge.

TELEGRAMS.

TERRIFIC STORMS.

MUCH DAMAGE IN S. AMERICA

Reuter's
[Service to the "Telegraph."]
London, March 14.

Terrific storms are reported from the southern part of the United States. There were cloud-bursts and a score of people were killed and many injured as the result of a cyclone.

From Buenos Ayres numerous casualties and vast damage to property is reported.

HONGKONG UNIVERSITY.

Dramatic and Musical Entertainment.

A Students' Concert and Dramatic Entertainment was given last night at the Great Hall of the University, to which friends were invited.

The programme consisted of two plays and some musical items. The first, "Furnished Apartments, A Comic Interlude in One Act" represented amusing complications arising through the same apartment being let to two individuals, by Dr. Planus and his assistant, each unknown to the other. Mr. Wong Tai Cho who represented the Doctor with a large house and a small practice, deserves praise for his clear enunciation and intelligent grasp of the part. Mr. John Morris as Telemachus Thompson also added much to the success of the play. Messrs. Oshay Tiang, Lam, Li Tsok Lun, and Wong Kwok Kun sustained the parts of "Fuggles," "Magnus Smith" and "Squill" in a creditable manner.

The second play was a representation of F. Anstey's amusing story, "Vice-Versa," in which by means of a talisman the father and son change personalities. The audience were kept in ripples of laughter by the droll situation arising in consequence. The cast was.—Dick Bultitude's body, Mr. Wong Siang Cia; Mr. Bultitude's body, Mr. Wong Po Kie; Dr. Grimstone, Mr. Fung Man Sui; Mr. Shellack, Teo Shin Fan; Clegg (cabman), Mr. Yung Kai Man; Tipping (Dux of the school), Mr. R. Anderson; Dalcio, Mr. Chan Wing To; Eliza (maid-servant), Mr. Cheung Sai Yik; Schoolboys, Messrs. Cheung Wing Tai, Yung Kai Man, Chan Fung Wai, and Cheung Sai Yik.

All the performers entered into the spirit of the play, and got as much out of their parts as they could. Mr. Wong Siang Cia had the most difficult role, and did it well, in spite of some nervousness. Dalcio was very charming and quite won the hearts of the audience. Mr. Wong Po Kie did well, in spite of ill-health keeping him from several rehearsals.

Between the plays some musical items were rendered. The first was a trio for Violin, clarinet, and piano; "Allegro Sostenuto" by Eton Fanning, sympathetically rendered by Messrs. Britton, Tuxford, and Turnbull. Messrs. Tuxford and Turnbull also acted as accompanists to the songs, Mr. W. Hall, in character, as Solomon Levi, got a vociferous encore. Mr. U. To was responsible for some very sweet and quaint music from a Chinese dulcimer. Messrs. E. I. de Souza, Chenh Tiao Eam, and Ho Wing Kin also received much applause for their vocal efforts.

A word of praise is due for the excellent make-up of the performers by Mr. Speiss.

Dr. F. Clark and Rev. W. H. Hewitt both worked indefatigably as stage-managers and in arranging the excellent setting of the plays, and have every reason to feel gratified at the very successful result of their efforts. Congratulations are also due to Mr. A. S. Tuxford for the able manner in which he carried out the duties of musical director.

TELEGRAMS.

THE BOAT RACE.

CAMBRIDGE'S FINE EFFORT.

Reuter's
[Service to the "Telegraph."]
London, March 14.

On the occasion of the 'Varsity boat race, the sun shone brilliantly, and the course was smooth. The Prince of Wales followed the race, being accompanied by the coaches in a launch.

Cambridge struck the water first at the rate of 36 to Oxford's 34. Caml. idge led slightly, and continued ahead, though it was a ding-dong struggle, with Cambridge only having a half-length advantage at Hammersmith. Afterwards Oxford spurred vainly, Cambridge still leading at Barnes Bridge. Oxford drew up at Mortlake Brewery, and amid the utmost excitement spurred gallantly, and won by three-quarters of a length. The time was 20 min. 53 secs.

LOCAL SPORT.

Hongkong Rugby Football Club. The following have been chosen to play for the Club v H.M.S. Flora, on Monday 17th March, at 5 p.m. sharp, on the Club ground:

Full Back:—T. E. S. Robson; Threequarters:—D. Chapman, V. M. Grayburn, W. McCulloch, C. Hodgson; half-backs H. S. Rouse, J. Clark; Forwards:—A. Murdoch, A. T. Deane, D. M. Whamond, D. Walker, P. Linton, J. C. Taylor, R. Farmer, C. O. Stark (Capt.) Hongkong Cricket League.

The following is the table up to date:—

	P	W	D	L	Pts.
Craigengower	14	9	1	4	28
Hongkong "B"	10	9	0	1	27
Civil Service	11	6	2	3	20
Kowloon	12	6	2	4	20
Hongkong "A"	10	5	1	4	18
R. G. A.	7	3	1	3	10
Staff and Dept.	11	2	3	6	9
R. E.	6	0	1	0	1
Police	10	0	1	0	1

A win—3 points.
A draw—1 point.

Lottery Ticket Charge.

A long-coated Chinese, defended by F. X. D'Almada, was remanded in bail of \$500, by Mr. F. A. Hazeland, at the Police Court, this morning, on a charge of being in possession of lottery tickets at West Point.

Obstructing the Footpath. A Chinese who caused an obstruction at West Point, by placing a member of bags on the footpath, was fined \$7 or in default fourteen days, by Mr. F. A. Hazeland, at the Police Court, this morning.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

It is feared that the attempt at mediation in the Balkan crisis will end in failure.

Terrific storms are reported from the southern part of the United States, 20 people being killed in a cyclone.

The two shallow draught steamers for service on the China Station will not be proceeded with till the new financial year.

Details of the Boat Race show that Cambridge led up to Mortlake, and then Oxford made a magnificent winning spurt.

A manifesto has been issued by the Aerial League of the Empire urging an immediate vote of a million to develop the air services.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Colonel Seely declares that England's progress in aviation in the past year was equal to that of any country, and we need not fear the future.

Mr. Austen Chamberlain has delivered a notable speech on the conditions attaching to the preservation of party unity on the tariff question.

The British Naval Estimates total £46,309,300, compared with £45,075,400 for the current year. An increase of 8,500 in personnel is provided for.

LOCAL.

"Hongkong twenty-five years ago" appears to-day.

A report of the Hongkong Dog Show appears on page 9 to-day.

Messrs. Wright and Hornby's weekly share report appears to-day.

A short sermon and church services are published in this issue.

Judgment in an important mandamus case was given this morning.

The blessing of the Palms commences at the Roman Catholic Cathedral at 7.30 to-morrow morning.

The programme for the first gymnastics of the season, to be held on April 19, is published to-day.

Mr. F. A. Hazeland this morning said the only way to stop opium smoking was to get at the landlords.

The annual meeting of the shareholders of the Hongkong Rope Manufacturing Company, Ltd., was held this forenoon.

The reports of the China Sugar Refining Company, Ltd., and the Luzon Sugar Refining Company, Ltd., are published to-day.

An entertainment under the management of Dr. Francis Clark and Mr. A. S. Tuxford was given by the students of Hongkong University last night.

DON'T FORGET.

TO-DAY.

Bijou 9.15 p.m.
Victoria Theatre 9.15 p.m.
Court Cards Theatre Royal, 9.15 p.m.

TO-MORROW.

Bijou 9.15 p.m.
Victoria Theatre 9.15 p.m.
Monday March 17.
Hongkong and Whampoa Dock Co. Ltd. noon.

Organ Recital St. John's Cathedral 5.30 p.m.
Banknote case, Criminal Sessions.

Sale of Crown Land P. W. D. 3 p.m.

Wednesday March 19.
H.K. Golf Club meeting—5.30 p.m.

Thursday March 20.
The China Fire Insurance Co., Ltd., meeting—noon.

Entries Close H.K. Volunteer Res. Annual Rifle meeting—noon.

Friday March 21.
Selections from: Messiah, St. John's Cathedral 9 p.m.

Tuesday March 25.
China Sugar Refining Co. meeting—noon.

Luzon Sugar Refining Co. meeting—12.15 p.m.

Saturday March 22.
Boxing, City Hall 9 p.m.

Wednesday March 26.
H.K. Club, Yearly General Meeting—5.15 p.m.

Saturday March 29.
Oxford and Cambridge Dinner, B.H.K. Yacht Club Regatta.

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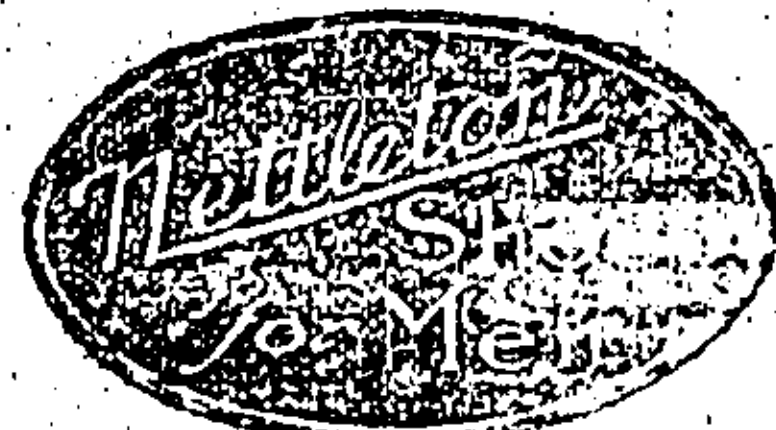
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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.00 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 8.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. every 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.45 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.00 p.m. " 10 min.

8.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days.

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H. HAYNES,
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Hongkong, 1st Aug., 1912. [56]

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Hongkong, 1st Feb., 1912. [18]

EUROPEAN AND CHINESE

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OFFICE

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OUR CONTEMPORARIES.

China Mail.

Recent Shipbuilding
Developments in Japan.
A new tariff law came into
force last year, which placed a
heavy import duty on manu-
factured material, and a low duty
upon imported raw materials,
such as plates and bars. This
law hastened the rapid develop-
ment of the shipyards. Modern
machin tools and special lifting
and transporting plant were im-
ported from abroad to prepare
for the domestic development of
the shipbuilding industry con-
sequent upon the new con-
dition of affairs. The private
yards and naval dockyards
of Japan now bear favourable
comparison with first-class yards
in Great Britain and the Con-
tinent. Large hammer-head
cranes have been erected at Kure
and Yokosuka dockyards to deal
with loads up to 100 tons, and at
the Mitsu-Bishi Company's yard
at Nagasaki to deal with loads
up to 150 tons. The Imperial
Government are having erected
at the Sasebo dockyard the
largest cantilever crane yet con-
structed. It has a lifting capacity
of 250 tons, and is being ap-
plied by Sir William Arrol and Co.,
Limited, of Glasgow.

Daily Press.

Suffragettes and the Law.
A Reuters telegram told us
yesterday that the Leader of the
Opposition, speaking on the
Home Rule question in the House
of Commons, defended the im-
munity to revolt—leading, prob-
ably, in that case to a small
evolt—against a law passed un-
der circumstances which did not
command his approval. Now
if people are justified in dis-
regarding one law passed on
the Statute Book, why not any
other law? Where is the line to
be drawn? No stronger support
could be given to the militant
campaign of the Suffragettes
than this declaration by the Le-
ader of the Opposition in the House
of Commons. We fear Mr. Bona-
Law scarcely realised the wide
application of the course he was
defending. He himself has never
shown any sympathy with the
frenzied acts of the "suffraging
sisterhood," but how can he re-
frain from the deduction that if violent
resistance to law is defensible in
the particular case to which he
referred, it is not equally defen-
sible in the case of the militant
suffragettes who are daily com-
mitting outrages with the sole
object of showing their hostility
to the law of the realm as it
stands on the Statute Book? The
acceptance of such a principle
puts an end not only to law and
order, but to parliamentary
government.

South China Morning Post.

Germany and France.
The French press of all shades
of opinion, from the conservative
"Figaro" to the monarchical "Gau-
lois," have called upon the Govern-
ment to enact measures corre-
sponding to those adopted by
Germany so that France may be
prepared for "the inevitable con-
flict." The appeal has evidently
not been in vain and the
"call to the colours" has been
taken up from one end of
the country to the other. A
conflict is by no means "invi-
table"; there is no good reason
why two powerful nations should
in the present age of civilization
be bent on "crossing swords,"
but a continuance of such an
agitation is not favourable for
the maintenance of peace. The
question that is uppermost in the
mind of every Britisher to-day is:
What will England do in the event
of another war between French
and Germany? The idea is un-
thinkable and it is to be hoped
that calmer counsels will prevail
than those which have emanated
from Cologne.

Englishman's Death in Yokohama.

The death is announced of
Yokohama of Mr. A. L. Robinson,
secretary of the British Associa-
tion and Silk Piece Goods As-
sociation, in Japan.

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SHORT STORY.

THE GIFT HORSE

BY
FREDERICK ORIN BARTLETT

The great point of distinction between the two pretty suburban towns of Edgemere-on-the-Rivulet and Edgemere-on-the-Heights lay in the fact that the former was easily reached by a short and pleasant walk from the railroad station, while the latter was comfortably accessible only to those who owned automobiles. It wouldn't be safe to say—not, at any rate, to a dweller on the Heights—that this was the only point of advantage possessed by the latter town over the former. Nor would it be quite fair. Every one knew, for the fact was well advertised, that in the mere matter of price per square foot the Heights was as inaccessible to the average income as to the average pedestrian. Furthermore, the owning of an automobile in and of itself entails certain social obligations and confers well-recognized prestige and this, in every respect, in every resident of the more exclusive town. On the Rivulet a man was known by the company he kept; on the Heights he was known by the car he kept. For example, the big horse on the summit which overlooked the whole town of Edgemere-on-the-Rivulet was owned, as they said, by a French car, while the other establishments could all be easily graded; from the neighboring six-thousand-dollar touring-car to the modest seven-hundred-and-fifty-dollar runabout which lived on the very fringe of the Heights.

Arkwright, ever since he inherited from his father-in-law a small block of Standard Oil stock, had hovered unsatisfactorily midway between the two towns. His house was located where the land could hardly be said to have more than a gentle tendency toward an upward slope, and quite this side of where it began its abrupt and really distinguished ascent. He could not afford a machine of any kind, but he bought a horse and carriage, which met him every day at the station on his return from New York. By following a well-chosen but circuitous route which took him past the best front lawns of Edgemere-on-the-Rivulet, he was able to consume a decent interval of some twenty minutes before jogging up the gravelled driveway to his home. But his ability to associate with his nearest Heights neighbour—the run-about man—was due wholly to the latter's kindly condescension.

It was at this point in his career that the Federal government unceremoniously broke the oil trust to the complete and total satisfaction of Arkwright and his stock, as well as to the total and complete satisfaction of the American public. He had always been a conservative; but as his stock, following its utter dissolution, began to jump, point upon point, he felt himself becoming more and more radical. For another ten points he would have called himself a Socialist. Every point of advance carried him one step higher up the slope back of his house. Hardly had the stock ceased its upward flight before he had negotiated for the purchase of a house on the Heights which, at the most conservative estimate, called for a twenty-five-hundred-dollar machine.

That neither good fortune nor bad affects us alone is a platitude, but the devious outworking of this axiom is not always platitudinous. John Bainbridge, Arkwright's cousin who lived at Edgemere-on-the-Rivulet, had noted with patriotic indifference the indictment and trial of the oil trust as on his way to and from town he scanned his daily paper; he had read the report of its demise with patriotic skepticism, and he had smiled over its final resurrection with patriotic amusement. And yet, all the while, this episode was preparing to play a very important part in his life as inevitably, so far as he was concerned, as if the trust were born, had lived, died, and risen for no other purpose on earth.

Arkwright had no sooner received the warranty deed of his new house, and placed an order for his machine, than the question naturally arose as to what disposition should be made of the horse. He himself, being a practical man, was eager to sell her; but his wife, being a lady of some sentiment in spite of social aspirations, refused to consider this. Being also a lady of some force of character, this decision was final.

"Well, then?" inquired Arkwright, washing his hands of the whole matter.

"There's Cousin John," replied Mrs. Arkwright; "I'm sure he would take the best of care of Nellie."

"Your proposition, then, is that we should give John the horse and rig outright?"

"He's your cousin," Mrs. Arkwright reminded her husband. "And, besides, he lives so near that if we gave him Nellie he could borrow her whenever we wished."

"My dear, our machine is promised for delivery next week."

"Oh, I'm not suggesting that we ever should need Nellie again, but if we should—"

"Well?"

"Then we would."

"That's so," admitted Arkwright thoughtfully. "I'll speak to John this morning."

Cousin John was seated in the smoker and was reading the financial page of the morning paper. He took about as much interest in the financial page as a man does in the race returns who never made a bet in his life. However, every one in Edgemere-on-the-Rivulet read it, if for no other reason, not to be outdone by his neighbors on the Heights.

When Arkwright came along and took a seat beside him Bainbridge looked up and nodded.

"I see you promise to be active again," observed Bainbridge.

"Didn't know you were interested in coppers," replied Arkwright.

"Oh, yes. I'm not holding any, but I've always been interested in them. How's the new house coming along?"

"Expect to move in next week," Arkwright answered, with some pride. "And by the way, that reminds me that I must do something with Nellie. Won't need her with the machine, you know."

"Going to sell her?"

"No, I'm not," Arkwright drawled thoughtfully. "She's a valuable horse and ought to bring a good price, but—well, I have a little sentiment about the nag. We've had her five years, you know."

Bainbridge nodded.

"Didn't know but what I'd give her to some friend—some one who would be good to her."

"Give her?" inquired Bainbridge, with the first real interest he had shown.

"For her keep. I suppose she's worth to-day five hundred dollars if she's worth a cent. The rig and trapping cost me another five hundred. But you understand how it is; she's been a sort of pet, and so I'd like to have her somewhere near, where I could keep half an eye on her. It she ever was lonesome, or anything, I'd never forgive myself. Haven't room for a stable on your lot, have you?"

"Why, I don't know," Bainbridge answered wistfully; "I think I might squeeze one in."

He already saw himself driving down to the station every morning.

"I don't know another man I'd rather see have her," said Arkwright.

"Say, it would be great! Could take the kiddies out Sunday afternoons."

"Sure," nodded Arkwright, who didn't have any kiddies. "And then, the wife—"

"I'm sure I could manage a stable all right," Bainbridge

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'LYEEMUN,' Barker Road No. 184, Peak to let furnished or unfurnished to 30th November 1913. 6 rooms. Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 25th Feb., 1913. 211

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TO LET.

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out in eagerly. "I could build most of it myself."

"Then I'll speak to Mrs. Arkwright about it to-night, if you think—"

"Will you? I—I can't tell you how grateful I'd be."

"Don't mention it. Will let you know to-morrow."

Arkwright rose. As he was leaving he turned and said, as an afterthought:

"Don't suppose you'd object to our using her now and then?"

"Lord, man, she's your horse! I'd want you to feel free to use her whenever you liked."

"Thanks," said Arkwright, with a patronizing smile. "I'm not suggesting we ever should, once the machine comes; but if we should—"

"Any time," broke in Bainbridge, with a generous wave of his hand.

Of course Mrs. Arkwright agreed to the proposition, when her husband reported it to her that night, as if it were his own inspiration. Arkwright immediately telephoned John, and he, the next day, went to see an architect about the stable.

Now, ordering a stable isn't like ordering a bale of hay—at least, not for an architect who has the soul of an artist, and for a house in a town like Edgemere-on-the-Rivulet. To preserve the harmonies and keep the structure on an available twenty square feet of land, and still have it large enough to shelter a horse and carriage, is rather a neat problem. The architect's idea was to guard against making the stable look like an exorcism—so to combine it with the house that the two should be one concordant whole—and yet as far as possible

to keep the horse out of the kitchen. Then, too, the general contour of the surrounding skyline must be taken into consideration. Bainbridge's first visit resulted in nothing more tangible than a general discussion which ended with an invitation to the architect's assistant to come down that night and take dinner.

Bainbridge felt free to develop his own ideas with the younger man.

"See here," he ventured, after the assistant had boxed the compass around the bit of green sward, equipping through half-closed eyes at everything on the horizon-line. "See here; what I want, you know, is just a barn."

"What you want," the assistant corrected him, "is a stable—and not only a stable, but a stable that will blend into your house."

"Of course I want it to look all right, but—"

"We will attend to that."

And this was all that Bainbridge was allowed to say. Indeed, beyond signing the paper of specifications in a sort of daze, he never again saw either the architect or his assistant. In due course of time, however, men appeared and began to dig. During the next month or two Bainbridge watched them, not only with interest, but with considerable curiosity as to just what the thing was going to look like.

In the meanwhile Arkwright had moved into his new house. (Continued on Page 8).

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Notice

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BIRTHS.

RITTER.—Born to the wife of O. H. Ritter, 4 Observatory Villa, Kowloon, a son, Friday, March 14th, 1913. Shanghai papers please copy.
PETT.—On March 9, 1913, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. Montague Pett, a daughter.

The Hongkong Telegraph.

HONGKONG, SATURDAY, MARCH 15, 1913.

REFORMING THE UNIONISTS.

The Home papers state that a movement is on foot to reform the Conservative Party, the promoters thereof proposing to re-invigorate the Unionist elements in the people of Britain "and to restore to the nation its lost self-confidence." The scheme will be warmly welcomed by the great majority of Britishers, many of whom have looked longingly for it for some years past. The old Liberalism—that of Gladstone, the Duke of Argyll, and Sir William Harcourt—is admittedly dead, and at times we are tempted to fear the same fate for the sound Toryism of Lord Salisbury's days. Since Lord Salisbury died, the Conservative party has given us scholars, financiers, players to the gallery, and an occasional politician; but never a leader. For Mr. Joseph Chamberlain we have nothing but respect and keen admiration; but it is a well established fact that his leadership was never fully accepted by the old-fashioned Tories, nor would it have been even had he been made Premier. Mr. Balfour, again, was too idealistic, too scholarly, too subtle for the man in the street; to understand readily; and, with John Bull, half-understanding is almost half-distrust. Of the leaders to-day—Mr. Bonar Law and Sir Edward Carson—it can only be said that, whatever may be their power to guide and control where general politics are concerned, they have not shown when called upon to handle special issues.

The proposed reforms will have come none too soon, for we take it that they form an intentional and well deliberated effort to rid the country of a new-fangled Conservatism which tends to be the worst kind of Radicalism in disguise. To put the matter plainly, there has been far too much bawling in the marketplace among the Conservative Party, since Lord Salisbury's death. Tariff Reform was an unfortunate cry to start; not necessarily from the point of view of the welfare of the Empire, but so far as that of the Party was concerned—as any movement must be on which men, otherwise of the same way of thinking, are not in entire agreement. Imperialism, too, as a watchword, has been liable to too much misconstruction, in that it has occasionally given the Little Englanders an opportunity to confuse it with land-grabbing and with playing into the hands of a shady order of capitalists. Following on these two crises came that of No Home Rule—sound enough in itself, yet one which, through bungling, led to purities and absurdities which will be quoted against its two or three chief upholders for years to come.

If the reformers will be content to shelve all such little matters as these, we foresee nothing but success and triumph attending their enterprise. And we believe that they will shelve them, for they confessedly make the main feature of their programme the restoration of the self-confidence which the country has lost; and this can only be accomplished by rejecting side issues and returning wholeheartedly to the honest, uncompromising, bull-dog Toryism of our grandfathers' days; the Toryism that started with the promises that the British were the greatest nation under the sun and that that greatness required deeds, and not words, for its maintenance. Cheap Jingism (using the word in a bad sense) that shouts "Rule Britannia," without putting up its pockets when asked to buy warships, and hides behind a drapers' counter in order to dodge military service, has been a good deal too much a feature of the new Conservatism; a feature which the Empire can well dispense with. We want something better than that, and we are hopeful now of getting it.

Talking to Daddy.

In connection with the death of Captain Scott, a correspondent of a Home paper writes that a strange incident, which occurred the beginning of last year, is recalled by friends of the family. Peter, the captain's little son, came in one morning after playing in the garden, and informed his mother that he had been "talking to daddy." The positiveness of the child's assertions somewhat alarmed Mrs. Scott at the time. It may be remarked that the incident occurred close to the time at which Captain Scott is now known to have died. Children say strange and unexpected things at times which startle us and make us wonder whether, after all, they are not gifted with something like second sight.

The Savoy.

The latest example of "judicial innocence" is a query from the Bench at Chertsey "what is a savoy?" Counsel engaged in the case ventured the suggestion that it was "a sort of pork pie," which is as fine a bowler as we have seen for quite a time. Even a licence-holder, who admitted to selling them over his counter, had to be content with describing it as "a kind of sausage with a brown skin." The man who does not know the savoy knows nothing of one of the cheaper luxuries of the poorer classes in England. It is sold at a penny and is a savoury sausage, always ready to be eaten. But what is a savoy? It should contain finely minced pork and bread or meal as a filling, and a variety of chopped herbs and spices. Well cooked and well dried, the savoy is then delicious. But we have a fear that sometimes the savoy contains things that would be better disposed of in another way and only the maker knows what it really is.

China's Last Warning.

Sir John Jordan has not minced matters in talking to China over the loan question. The Chinese Government has made very clever attempts to cross the scent with innumerable red herrings but, like most of the knowing people in this world, its members have ended by finding themselves in a worse plight than would have befallen them had they played a straight and candid game. The British Minister has now made it remarkably clear to them that the Powers are not to be trifled with and that they refuse to have dust thrown in their eyes. If the young Republic means to maintain a foothold among the nations, it will have to make up its mind quickly. Polite phrasing and artful dodging will not pay the butcher and the baker; will not clear China of her liabilities. Perhaps she has not learned yet that a bankrupt country is a ruined country. She would be well advised to take Sir John Jordan's warning while there is yet time.

Shortage of Mercantile Marine Officers.

An article in our Log Book column yesterday demands serious thought, both by shipping companies and by parents. Shipowners say that there are not enough officers "to go round"; officers say that the mercantile marine does not make it worth a parent's while to send his boy to sea. Surely some adjustment is possible. The fact that certain lines here in the East have recently offered greatly improved conditions to their officers is, to some extent, an argument in favour of the contention that these have been insufficiently paid hitherto. As with every other branch of commercial or public life, a good man needs, and demands, liberal pay; and not only liberal pay, but the removal of red-tape restrictions.

SOME LIGHT PROPOSITIONS.

Recently, under the above heading, we pointed out the desirability of better lighting arrangements on the Peak Tramway stations, and we are now glad to note that a new and most powerful light has been provided on the lower station. We congratulate the Company on this latest consideration for the comfort and convenience of its patrons.

DAY BY DAY.

A weak nature is injured by prosperity; a finer, by adversity; the finest, by neither.

The Mails.
Canadian and American Mails.—Arrived per s.s. Empress of India last evening.

English Mail.—Despatched per s.s. Delta at 1 p.m. to-day.

Siberian Mail.—Closes per s.s. Chinkun at 5 p.m. to-day.

English Mail.
The English Mail of the 15th February was delivered in London on March 14.

Officiating Clergyman.
The Reverend Fr. Augustine has resumed duty as Officiating Clergyman to the Roman Catholic Troops in the Command.

Valuation.
The Governor-in-Council has directed that the existing valuation of the Colony shall be adopted as the valuation for the year commencing 1st July, 1913.

Bandmann Opera Co.
Our readers will be interested to hear that the Bandmann Opera Company, with all the latest Home successes, will open in Hongkong on the 27th inst.

Vice Admiral Jerram.
By the s.s. Empress of India there arrived yesterday Vice Admiral Jerram, the new Commander-in-Chief of this Station. He is accompanied by Mrs. Jerram.

Land Sale.
Inland Lot 1948, above Kennedy Road, is to be sold by auction at the P.W.D. Offices on the 31st inst. It is 8,800 square feet in extent, the annual rent is \$60 and the upset price \$2,200.

Bishop Taylor Smith, Chaplain-General of the Forces, has returned to England, after a four months' tour of the British garrisons in the Far East—Singapore, Hongkong, Tientsin, and Peking.

Next Criminal Sessions.
It is notified in the Gazette for general information that His Honour the Chief Justice has directed that the next Criminal Sessions shall be held on Tuesday, the 25th day of March, 1913, at 10 a.m., instead of on Tuesday, the 18th day of March, 1913.

M. M. S. Royal Arthur.
The cruiser Royal Arthur, which is now en route to the China Station with relief crews aboard, is due to arrive at Singapore on March 25 and at Hongkong on April 1. She will leave Hongkong on 18th, reach Singapore on 23rd, leave on 25th, and drop anchor at Devonport on June 4.

Clubs Exempted.
It is notified that the Crescent Club and the Chuk Lam Club have been exempted by the Governor-in-Council from registration under the Societies Ordinance, 1911, and the names of the said clubs have been added to the List of Exempted Societies, under the headings "Sport (Non-Chinese)" and "Social (Chinese)" respectively.

New Appointment.
His Excellency the Governor has been pleased to appoint Mr. Samuel Burnside Boyd McElderry to act as Deputy Registrar and Accountant, Supreme Court, in addition to his other duties during the absence on leave of Mr. John William Lee Jones or until further notice, with effect from 26th February, 1913.

For the China Station.
Orders have been given for the Surprise, despatch vessel, to pay off at Chatham on Feb. 26. She will be renamed the Alacrity and sent to China to take the place of the present Alacrity, which is to be disposed of when the new Alacrity arrives. A Portsmouth crew is to commission the latter vessel, which was to leave for China soon after Feb. 27 as convenient.

Marriage Arranged.
A marriage has been arranged, and will take place in the summer, between Captain R. D. Ormsby, Royal Marine Light Infantry, son of Mr. R. D. Ormsby, late Director of Public Works and Surveyor-General, Hongkong, and Dorothy, only daughter of Mr. F. H. Grinlinton, O.M.G., late Surveyor-General, Ceylon, and granddaughter of the late Sir John Grinlinton, 4th King's Own.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the Week Ending March 15, 1883.)

[It has been suggested to us that if our weekly retrospect were made to deal with matters that happened in the Colony as recently as the year 1883, it would be of greater interest to our readers, many of whom have been in Hongkong five and twenty years but few of whom date back as far as thirty years ago. This column will therefore appear in future under the above head.]

Messrs. Kuhn's Sale.
The "Telegraph" of March 8, 1883, advertises the selling off of Messrs. Kuhn and Co.'s entire stock "owing to the closing of their Hongkong store." By a coincidence we are advertising a similar sale by Messrs. Kuhn and Komor "owing to the retirement from business of Mr. Kuhn."

Hongkong and Kowloon Wharf and Godown Company Limited.
On the same date the first ordinary annual meeting of the above company was held. The Hon. Mr. J. Bell Irving was Chairman, and those present included such well-known names as the Hon. Mr. O. P. Chater, the Hon. Mr. A. P. McEwen, H. Hoppus, F. Dodwell, B. Layton, H. N. Mody, and P. Jordan. The Chairman observed that the result of the first year's working could not be looked upon as unsatisfactory. A new undertaking of that sort required time to develop, for old prejudices and customs had to be overcome. Already the Company was receiving very general support, and most of the big lines, including the German Mail, were making use of their wharves. Two wharves at Kowloon had been lengthened to accommodate the largest steamers afloat, and a third would soon be ready. The reclamation at West Point was progressing and, with the new godowns, would not cost more than \$200,000.

Mr. Douglas Jones proposed that the Company's accounts should be presented every six months instead of annually, and the Chairman promised that the matter should be discussed by the Board.
Where are the Police?
This ever-green question is asked in a special article of March 8. "Kennedy and Bowen Roads are acquiring quite a notoriety," says the writer, "from the daring acts of robbery and assault which are perpetrated along their sinister windings. So long as we are heavily taxed to pay for police, we are rigorously entitled to the safety of our public roads and of our own persons. We have a large body of police and we pay dearly for them; still, the few roads that constitute the outskirts of the city, where alone we breathe an air free from the effluvia of fever or small-pox, are infested by thieves and assassins who do not scruple to assault pedestrians, and who, after assaulting and despoiling them of their valuables, in every case manage to escape unhurt, unpunished and undetected."

Chamber of Commerce.
The annual meeting of the Hongkong Chamber of Commerce was held on March 9, the Hon. Mr. P. Ryrie acting as Chairman. The report dealt principally with the Opium Bill of 1887, the Status and Privileges granted to subsidised foreign mail steamers, the movements of the Pacific Mail and Occidental and Oriental steamship companies, the regulations for boatmen's licences, the offer of the Japanese Government to coin silver yen for this Colony, the registration of imports and exports, the charges made by the Chinese Maritime Customs for the storage of opium, and the proposed Light on Gap Rock.

Special Telegram.
A special telegram of March 10 announces that the Emperor William of Germany died at 8.30 a.m. the previous day.

Diocesan School Prize Distribution.
The prizes at the Diocesan School were distributed on March 10 by H. E. General Cameron. Mr. G. Piercy, the headmaster, said that the school year began with a total of 55 pupils, 41 of whom were boarders. The total number on the roll was 61 boys and 9 girls. The fees collected were \$5,836.53. At the annual examination, out of 48 pupils examined, only one had failed to satisfy the inspector. The grant earned was \$613.34 an increase of 48 per cent on that of the previous year.

A Good Suggestion.
Commenting on some boatmen being fined for a trifling offence, a "Telegraph" leaderette of March 12 observes:—"If the Police authorities paid half as much attention to the filthy condition of Queen's Road—the east end of it—to the stinking and offensive displays of garbage and the generally unwholesome and disgusting appearance of that part of our main thoroughfare and roadway... Hongkong would quickly become, in that particular part, a place where a white man could walk or ride without feeling ashamed of many of his countrymen in their miserable efforts at running a city."

Bravo! Quite good!
Kowloon Flower Show.
In splendid weather the Kowloon Horticultural Exhibition Society opened its show on March 13. The band of the Northamptonshire was in attendance and gave a good programme; and the whole function is described as an unqualified success.

Hongkong Rope Manufacturing Company, Ltd.
The fourth general meeting of this concern was held on the same date. The Secretary (Mr. R. Shawan) having read the report, Mr. W. N. Forbes, the Chairman, regretted that the balance was still on the wrong side, but said that the amount had been reduced from \$25,000, six months previously, to \$16,058.1. He quite hoped that, in the following year, the Company would be able to pay a dividend.

Journalistic Amenities.
There is a sort of "Pickwick Papers" touch about some of the old "Telegraph's" remarks on its neighbours. How will this do? "The goody-goody 'China Mail' which, the other day, with characteristic unctuousness, deprecated criticism of a concert at the City Hall because said concert was given for a charitable purpose, publishes a quarter of a column of ungrammatical slush (supposed to be criticism) referring to the semi-private organ recital given at St. John's Cathedral. The inconsistency of the 'China Mail' would be amusing if it were not contemptible; the criticisms (?) of the rag would be laughable if they were not grossly ignorant."

Then follows a quotation, on which the "Telegraph's" comment is:—"The genius who wrote this stuff, and there is only one brainless noodle who could have written such trash, has missed his opportunity. He ought to have joined the angels or the missionaries long ago."

Wretchedly bad form; but people "took off the gloves to it," then a-days. In this respect, at any rate, Hongkong journalism has decidedly improved.

The Dollar.
The dollar is quoted for that date at 3/0.

MERCANTILE BANK OF INDIA.

Dividend and Appropriations.

Mr. F. O. Macdonald, manager of the Hongkong Branch of the Mercantile Bank of India, Limited, advises us that he has to-day received a telegram from his Head Office stating that at the forthcoming General Meeting of Shareholders of this Bank the Directors will recommend a dividend of 4½ per cent. for the past half year on "A" & "B" shares free of Income Tax (making with the interim dividend, 8 per cent for the year). They have also made the following appropriations, viz:—
\$50,000 to Reserve, making it \$415,000.
\$2,000 to Officers Pension Fund.
\$30,100 carried forward to next account.
10 per cent Bonus to Staff.

Board of Examiners.
His Excellency the Governor has been pleased to appoint Mr. Edward Alexander Irving, Director of Education, to be Chairman of the Board of Examiners in the place of the Honourable Mr. Edwin Richard Buller, resigned.

COMPANY MEETING.

The Hongkong Rope Manufacturing Company Limited.

This morning, at 11.30, the twenty-ninth Ordinary General Meeting of the Hongkong Rope Manufacturing Company Limited was held at the offices of the Managers, Messrs. Shewan Tomes. Mr. O. A. Tomes presided, others present being Dr. J. W. Noble, Mr. H. P. White, Mr. D. W. Craddock (Consulting Committee), Messrs. D. K. Moss, J. A. Young, R. Henderson (Secretary) II. R. B. Hancock and C. Klink.

The Secretary read the notice convening the meeting.
The Chairman said:—
Unless you disapprove, gentlemen, I will take the report and statement of accounts as having been read. The balance of working account and balance of profit and loss are almost identically the same as last year. Several items of bad debts on Chinese accounts aggregating \$3,381.39 running back for three years have been written off in working account, all other outstanding under the head of sundry debtors being considered good. The late Comptroller was liable for these bad debts but they may now be looked upon as irrecoverable. Chinese sales at present are guaranteed by the new Comptroller under effective security. Stocks at factory and on consignment as stated in the account are smaller than usual as we refrained from buying any more hemp in the latter part of the year than was necessary on account of the high values prevailing. A sensational jump in hemp prices occurred beginning in June and lasting to the end of the year, the rise ranging from 70 to 80 per cent and this level has been almost maintained to the present time. To-day the market has relapsed about 10 per cent. from the high water mark. This heavy advance in raw material embarrassed the business to a considerable extent as it was not practically possible to secure at once rope prices commensurate with the increase of hemp values, nor have we even yet been able in all markets to obtain what we should call satisfactory rates. We have to protect our trade as best we can, and we find our competitors in the East slow in enhancing prices, and they were content to continue for some time at the old rates. The position has improved now but high prices are of course prejudicial to an enlargement of demand as consumers have recourse to cheaper fibres and wire rope when Manila becomes too expensive. The Company sold and consigned about 10 per cent. more rope than in the previous year, and as local sales and orders from near by ports increased by 14 per cent. we may consider the results satisfactory under the circumstances. Of oil drilling cables we have only made about the same number as last year, but as one of the reasons given for the jump in hemp is the very large business done in oil cordage by the European and American factories it would appear that Manila cables for oil boring are being appreciated and there would seem no reason why we should not get our share of the business in time.

We have received a letter from Mr. Moss to put some questions to the Company. I will read these questions and give the answers.

Question.
(1) Why is the item \$417.14 shown under "Cash" in the balance sheet instead of under "Sundry Creditors"? Is this item in the nature of an overdraft?

Answer.
The item \$417.14 represents an overdraft on the General Managers' and should have come under the heading of "Sundry Creditors."

Question.
(2) Has the rope on Consignment viz. (\$183,849.63) been valued at the estimated selling rate or the first cost rate, and in either case, is it easily and readily saleable at the above figure of \$183,849.63? To whom is it consigned, and against what security has it been consigned?

Answer.
(2) The rope on consignment has not been valued at either the estimated selling rate or at the first cost rate. It is easily and readily saleable at the above figure of \$183,849.63. To whom it is consigned, and against what security has it been consigned?

(Continued on page 2.)

COMPANY REPORTS.

China Sugar Refining Company, Limited.

The following is the report for presentation to the shareholders of the China Sugar Refining Company, Ltd., at the Thirty-fifth Annual General Meeting, to be held at the Offices of the General Agents, at noon on Tuesday, 25th March.

The General Agents beg to submit to shareholders their report on the Company's business for the year 1912 with a statement of accounts to 31st December last.

The demand for the Company's Sugars was much restricted both in China and other markets throughout the year, and although fairly remunerative rates were obtainable for the first six months, there was subsequently a sharp decline in prices, caused by keen competition in the consuming markets and the general fall in the value of Sugar which took place all over the world.

The year's working resulted in a loss of \$223,035.05 to meet which and to provide for the payment of a dividend, a sum of \$350,000.00 has been transferred from Equalization of Dividend Fund to credit of profit and loss account which then shows a balance at credit of \$70,795.95. The General Agents and Consulting Committee recommend that out of this a Dividend of \$3.00 per share be declared absorbing \$60,000.00 and that the balance of \$10,795.95 be carried forward to next account.

Consulting Committee.—This consists of Messrs. H. Percy Smith, F.C.A., and A. R. Lowe, C.A., who offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. H. Percy Smith, F.C.A., and A. R. Lowe, C.A., who offer themselves for re-election.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 3rd March, 1913.

Profit and Loss Account:

To Remuneration to Consulting Committee.....	\$ 2,500.00
To Auditors' Fees,	750.00
To Interest,	48,051.67
To Loss on Working after writing off depreciation,	223,035.05
	\$274,387.62

To Net Balance as per Balance Sheet, 79,795.95

\$354,183.57

By Balance brought forward from last year, 104,183.57 |

Less Dividend paid March 26, 1912, ... 100,000.00 |

\$4,183.57

By Amount transferred from Equalization of Dividend Fund, 350,000.00

\$354,183.57

Balance Sheet.

CAPITAL AND RESERVES

Capital 20,000 shares at \$100 each, fully paid up \$2,000,000.00 |

Equalization of Dividend Fund 50,000.00 |

Repairs and Renewals Accounts, 38,618.59 |

Sundry Creditors 1,655,846.91

Balance of Profit and Loss A/c, as per statement 79,795.95 |

\$3,822,261.45

ASSETS

Property Account consisting of—

East Point Refinery, Burrington Refinery, Swatow Refinery, Hongkong Distillery, 1,500,280.63 |

Cash, 995.05 |

Raw and Refined Sugar, &c., stocks, less depreciation, 1,783,830.92 |

Charcoal, Coal, Stores, Launch, &c., 173,000.45 |

Sundry Debtors, 161,864.86 |

Shipments less Advances, 160,513.14 |

\$3,822,261.45

JARDINE, MATHESON & Co., Ltd.

General Agents, Hongkong, 3rd March, 1913.

H. P. WHITE, Auditors.

J. W. C. BONNAR, Auditors.

We have examined the Accounts of the Company with the

Books and Vouchers for the year ending 31st December 1912. We have obtained all the information and explanations we have required, and, in our opinion, the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the Company's affairs according to the best of our information given to us and as shown by the Books of the Company.

H. PERCY SMITH, Auditors.

A. R. LOWE, C.A., Auditors.

Hongkong, 3rd March, 1913.

Lugon Sugar Refining Company Limited.

The report for presentation to the shareholders of the Lugon Sugar Refining Company, Ltd., at the thirty-first Annual General Meeting, to be held at the Offices of the General Agents, at 12.15 p.m. on Tuesday, 25th March, is as follows:—

The General Agents beg to submit to Shareholders their Report on the Company's business for the year 1912 with a statement of accounts to 31st December last.

There was a fair demand for the Company's Sugars in the local market throughout the year, and for the first six months remunerative prices were obtainable.

During the second half of the year there was a sharp decline in values elsewhere, but the result of the year's working shows a gain of \$34,839.25. After allowing for interest and other charges the balance at debit carried forward has been reduced to \$47,375.67.

The exchange on liquid assets remains at par.

Consulting Committee: This consists of Messrs. H. P. White and J. W. C. Bonnar who offer themselves for re-election.

Auditor:—The accounts have been audited by Mr. A. R. Lowe, C.A., who offers himself for re-election.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 10th March, 1913.

Profit and Loss Account.

To Balance brought forward \$68,600.07 |

To Interest, 14,147.61 |

To Auditor's Fee, 50.00 |

\$82,797.23

By Gain on Working after writing down

Stocks, 34,839.25 |

By Gain in Exchange

By Balance carried forward, 47,375.67 |

\$82,797.23

Balance Sheet.

LIABILITIES

Capital 7,000 shares of \$100 each, fully paid \$700,000.00 |

Jardine, Matheson & Co., Ltd. Current Account, 263,032.73 |

Accounts Payable, 12,419.34 |

\$975,502.07

ASSETS

Property as per last account, 645,342.35 |

Cash in Hand, 1,802.57 |

Poses at par Hongkong and Shanghai Banking Corporation, 104,950.87 |

Stocks of Raw and Refined Sugar, (less depreciation), 111,697.07 |

Poses at par Stocks of Coal, Charcoal, Stores, &c., 20,054.71 |

Unexpected Fire Insurance Premium, 271.65 |

Poses at par Accounts Receivable, 34,406.28 |

Profit and Loss Account—Balance as per Statement, 47,375.67 |

\$975,502.07

Hongkong, Feb. 28, 1913.

JARDINE, MATHESON & Co., Ltd.

General Agents.

J. W. C. BONNAR, Auditors.

H. P. WHITE, Auditors.

Auditor's Report.—I have audited the above Balance Sheet with the Books in Hongkong and the accounts returns certified by the Company's Agents at Manila and find such Balance Sheet in accordance therewith. In my

opinion the Balance Sheet is properly drawn up so as to exhibit a true and correct view of the Company's affairs at 31st December, 1912, according to the best of my information and the explanations given to me and as shown by the Books of the Company. I have obtained all the information and explanations I have required.

A. R. LOWE, C.A., Auditor.

Hongkong, 10th March, 1913.

HONGKONG GYMKHANA CLUB.

Programme of the First Meeting.

Following is the programme of the first gymkhana meeting to be held at Happy Valley on Saturday, April 19:—

1.—3.30 p.m.—Half Mile Flat Race.—For non-winning Subscription Griffins of the Season 1912-1913. Weight for inches as per scale. Unplaced runners allowed 3 lbs. Jockeys who have not won more than one Official Race in Hongkong, Shanghai or Tientsin allowed 3 lbs. Jockeys who have won 3 or more Official Races in Hongkong, Shanghai or Tientsin penalised 4 lbs. Entrance fee \$5. 1st Prize: \$100. 2nd Prize: \$50. 3rd Prize: \$25.

2.—3.50 p.m.—Gymkhana Stakes.—Value \$200. Distance One Mile. For all China Ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open Griffin race or Ponies that have won the aggregate prize in the Gymkhana Stakes in any season 5 lbs. extra. Non-winning Subscription Griffins allowed 5 lbs. Jockeys who have not won more than one Official Race in Hongkong, Shanghai or Tientsin allowed 3 lbs. Jockeys who have won 3 or more Official Races in Hongkong, Shanghai or Tientsin penalised 4 lbs.

A Cup to be run for five times called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the Pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Race, but in the event of a Pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. In the event of two or more Ponies tying with the same number of marks after Five Races have been run the owners shall either divide the value of the Cup which is hereby placed at \$400 or shall run off on a day to be fixed by the Committee not being the same day as the last race for the Stakes but within two weeks therefrom. In the event of a run off the weights shall be weight for inches as per scale; Jockey penalties and allowances to apply. Entrance fee \$5. 2nd Prize: \$75. 3rd Prize: \$30.

3.—4.10 p.m.—Tent Pegging in Pairs.—Two runs. Competitors must be mounted on China Ponies. Two small cups to be presented to the winning pair at each competition and at the conclusion of the Season a Trophy will be given to the Pair scoring the highest aggregate of points at all meetings included. To provide for sickness or absence from the Colony a new member may be introduced into a Pair in one competition but not more. In order to win the aggregate Trophy the Pair must have competed in not less than four competitions. Any pair whether competing for the Trophy or not may compete for the small cups. Entrance free.

The Committee of the Gymkhana Club will appoint a Judge whose decision shall be final. In the case of illness or absence of a Judge appointed the Committee shall appoint a substitute.

4.—4.30 p.m.—Ladies' Nomination. Three Furlongs Scurry.—For China Ponies, Subscription Griffins of any season and bona fide Polo Ponies certified as such by the Secretary, Hongkong Polo Club and which



VIRGINIA CIGARETTES
WINFRED
REMARKABLE QUALITY. MODERATE PRICE
\$0.50 PER TIN OF 50.
KRUSE & CO.

have been regularly played prior to the 1st April, 1913. Catch weights 152 lbs. Winners of races including races on off day and at all Gymkhana and Regimental Meetings of one race 7 lbs. extra, of two races 14 lbs. extra and of three or more races 21 lbs. extra. Jockeys who have not won more than one Official Race in Hongkong, Shanghai or Tientsin allowed 3 lbs. Jockeys who have won 3 or more Official Races in Hongkong, Shanghai or Tientsin penalised 4 lbs. Ponies to be nominated by a Lady.

When entering for this event, Competitors are requested to give Nominatrix's name also particulars of races won by pony (if any).

Entrance fee \$5. First and Second Prizes for Ladies presented by the Gymkhana Club. Owner of winning Pony to receive \$75. Owner of second Pony to receive \$25.

5.—4.50 p.m.—One Mile Flat Race.—For Subscription Griffins of any season. Weight for inches as per scale. Winners of one race 5 lbs. extra; of two or more races 10 lbs. extra. Unplaced Runners allowed 5 lbs. Jockeys who have not won more than one Official Race in Hongkong, Shanghai or Tientsin allowed 3 lbs. Jockeys who have won 3 or more Official Races in Hongkong, Shanghai or Tientsin penalised 4 lbs. Entrance fee \$5. 1st Prize: \$125. 2nd Prize: \$50. 3rd Prize: \$25.

6.—5.10 p.m.—One and a Quarter Mile Flat Race. Handicap.—For all China Ponies. Jockeys who have not won more than one Official Race in Hongkong, Shanghai or Tientsin allowed 3 lbs. Jockeys who have won 3 or more Official Races in Hongkong, Shanghai or Tientsin penalised 4 lbs. Entrance fee \$5. 1st Prize: \$125. 2nd Prize: \$50. 3rd Prize: \$25.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Cheung Kit Shing \$30
Sin Tak Fan \$25
Chau Sai Ki \$25
W. C. Jack & Co. \$10
Dr. M. E. Asger \$10
W. & R. \$5
China Foreign Knitting Co. \$5
Lau Chu Pak \$5
Dr. M. H. Chaun \$5
Hon. W. Chatham C.M.G. \$5
E. D. Kotewal \$3

Steering Passengers. Seventy-two Chinese steering passengers arrived by the s.s. Empress of India last evening from Vancouver.

Rear Admiral Lyon. It is announced that Rear Admiral Lyon will be compelled to retire on October 14th this year. Rear Admiral Lyon will be remembered as Commodore in Hongkong some four years ago.

OPIUM DIVANS.

Magistrate Suggests Getting at the Landlord.

At the Police Court, this morning before Mr. F. A. Hazeland, Sergeant Adlington charged ten men with being concerned in an opium divan.

His Worship said the only way to stop smoking was to get at the landlords. If he sent the first defendant to goal in this case the landlord would get another man to take the responsibility of the divan for a consideration. In that case it would go on for ever and a day. He fined the "keeper" \$250 or in default three months and the remainder \$3 each or in default seven days.

SHOULD BE BANISHED.

Before Mr. F. A. Hazeland, at the Police Court, this morning, a Chinese was charged by Inspector O'Sullivan, of Hung Hom, with being in unlawful possession of eight pound of brass and one pound of copper nails.

Defendant, who had been convicted for a similar offence, was fined \$25 or in default one month. His Worship said the man had been doing this for years, had probably stolen the stuff from the docks, and ought to be banished.

SAFE BREAKER SENTENCED.

The Chinese caught picking a safe at West Point, and remanded by Mr. F. A. Hazeland, at the Police Court, yesterday, again appeared before his Worship, this morning, when a charge of returning from banishment was also preferred against him.

His Worship said that for breaking and entering, he would be sent to goal for one month and be exposed in the stocks for four hours. For returning from banishment he would, after completing the first sentence, be kept in goal for six months.

V. M. C. A. Chess Club.

In connection with the V. M. C. A. Chess Club, a knock out Handicap Tournament will commence next week, the drawing for the first round taking place on Tuesday next.

Cleveland Arrives.

The s.s. Cleveland arrived in the Harbour this morning with about 475 passengers on board who are touring round the world. The ship started from San Francisco, and proceeds on her journey on Tuesday morning.

Quartermaster Fined.

At the Police Court, this morning, before Mr. C. D. Melbourne, the quartermaster of the Shun Lee, was charged with being in possession of two bottles of Chinese wine on which duty had not been paid. A fine of \$2 was imposed.

Soengai Rampah Rubber Co.

By the s.s. Delta, Mr. C. D. Wilkinson and Mr. A. Denison, directors in the Soengai Rampah Rubber Company, in which Hongkong capital is largely interested, left today for Sumatra. They are to look over the Company's estate there and to make final arrangements preparatory to tapping, which will commence this year.

DAIRY FARM NEWS.

SOMETHING GOOD.
HAVE YOU TRIED OUR

FARMER'S SUGAR

CURED BACON?

IT IS PRONOUNCED BY ALL WHO HAVE TRIED IT TO BE ABSOLUTELY THE BEST IN THE COLONY.

PROVE IT FOR YOURSELF.
WE HAVE TRIED IT AND CAN RECOMMEND IT.

SLICED BY A PATENT SLICING MACHINE IN RASHERS OF ANY THICKNESS EXACTLY AS WANTED.

WM. POWELL, LTD.
SOLE AGENTS

Saxone Shoe Co., Ltd.

Each Pair Guaranteed. BOOTS \$11.00
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HIGH CLASS FOOTWEAR
PERFECT FITTING.

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CAKES AND PASTRY

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TIFFINS, DINNERS & REFRESHMENTS THE BEST.

ALEXANDRA CAFE CO.

LANE, CRAWFORD & CO.

TO KEEP ANY DOG FIT, FEED IT ON

SPRATTS'

DOG

BISCUITS

SOLD BY

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"KING GEORGE IV."

WHISKY

THE TOP

NOTCH

OF

SCOTCH.



With Each Bottle of "KING GEORGE IV" an absolute guarantee is given for uniform quality.

The contents of the vats holding this blended Whisky are never less than three million gallons which represents the consumer's security against that guaranteed Blended & Bottled under Bond at S. Queensferry, Nr. EDINBURGH.

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Sailings from Hongkong and Quebec.

"E. of India" ...	April 5	"E. of Ireland" ...	May 9
"E. of Japan" ...	April 20	"E. of Ireland" ...	May 30

All steamers leave Hongkong at 8 p.m.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

TIENSIN	CHEONGSHING	Tuesday, 18th March, at Noon.
SHANGHAI	HANGSANG	Thursday, 20th March, at Noon.
MANILA	YUENSANG	Saturday, 22nd March, 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Katsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
Telephone No. 215. General Managers. [8]

THE ROYAL MAIL STEAM
PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

"SHIRE" LINE SERVICE.—HOMEWARDS.

LONDON & ANTWERP	DEN OF CROMBIE	About 5th April.
MARSEILLES, LONDON & ANTWERP	DEN OF GLAMIS	30th April.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICOUVER, SEATTLE, TACOMA & FLAND.	FLINTSHIRE	About 5th April.
VICTORIA, VANCOUVER & SEATTLE	HARPAGUS	10th June.
PORTLAND, TACOMA & SEATTLE	MONMOUTHSHIRE	27th June.

Cargo accepted on through Bills of Lading to all ports in Europe, and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
AGENTS. [94]

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG

SATURDAY, 15th MARCH.

10.00 p.m. "FATSHAN." 5.00 p.m. "HEUNGSHAN."

SUNDAY, 16th MARCH.

6.00 a.m. "KINSHAN." 4.00 p.m. "FATSHAN."

10.00 p.m. "HEUNGSHAN." 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf.

Wharf, Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO

SUNDAY, 16th MARCH.

The Company's Steamship,

"SUI AN."

will depart from the Company's WINGLOK LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's WING LOK STREET WHARF.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 583 Tons, and "NANNING," 563 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are fitted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MANSIONS (MISSE FLORENCE).

Address: 107, Victoria Road, Hongkong.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination.	Steamers	Sailing Dates.
Kobe & Yokohama	IVO MARU Capt. R. Hirase	T. 12,500 THURSDAY, 17th March, a.m.
SHANGHAI, KOBE AND YOKOHAMA	MAKATA MARU Capt. H. Nomura	T. 12,500 MONDAY, 17th March, a.m.
BOMBAY via Singapore and Colombo	BOMBAY MARU Capt. Tozawa	T. 5,000 MONDAY, 17th March.
CALCUTTA via S'pore, Penang and Rangoon	COLOMBO MARU Capt. Kawashima	T. 5,000 SATURDAY, 22nd March.
AMERICA &c.	AWA MARU Capt. R. Shimizu	T. 12,500 TUESDAY, 25th March, at Noon.
EUROPE &c.	MIYASAKI MARU Capt. K. Soyeda	T. 16,000 WEDNESDAY, 26th March, at daylight.
AUSTRALIA &c.	YAWATA MARU Capt. T. Sekine	T. 7,000 WEDNESDAY, 9th April, at noon.

† Cargo only.

† Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Miyasaki Maru	16,000	26th March.
Kiama Maru	16,000	9th April.
Iyo Maru	12,500	28th April.
Hirano Maru	16,000	7th May.
Tango Maru	18,500	21st May.

FOR AMERICA.

Awa Maru	12,500	25th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamers To Sail.

HAIPHONG	"SUNGKIANG"	16th March, at 9 a.m.
NEWCHWANG	"KIUKIANG"	17th March, at 4 p.m.
TIENSIN	"HUICHOW"	18th March, at Noon.
MANILA, CEBU & ILOILO	"KAIFONG"	18th March, at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE.—Twin Screw Steamers "Tea" and "Jamies," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Oshan, Linan, Chinkiang)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to

Telephone No. 86
Hongkong 14th March, 1913.

BUTTERFIELD & SWIRE, Agents.

Shipping

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 18th March, 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu.	THURSDAY, 27th March, 4 p.m.

AMERICAN ASIATIC STEAMSHIP COMPANY.

NEW YORK, PHILIPPINES, CHINA, JAPAN, ETC.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong 26th February, 1913.

JAVA-CHINA-JAPAN
LIJN.Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjimanok	JAPAN	2nd half Mar.	JAVA	2nd half Mar.
Tjiki	JAVA	2nd half Mar.	SHANGHAI	2nd half Mar.
Tjilaoem	JAVA	2nd half Mar.	JAPAN	2nd half Mar.
Tjilwang	JAVA	2nd half Mar.	JAPAN	2nd half Mar.
Tjipanas	JAPAN	2nd half Mar.	JAVA	2nd half Mar.
Tjimatani	JAVA	2nd half Mar.	SHANGHAI	2nd half Mar.
Tjilatjap	JAVA	1st half Apr.	JAPAN	1st half Apr.
Tjibodas	JAVA	1st half Apr.	SHANGHAI	1st half Apr.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375 York Building. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru"	11,000	A. G. Stevens	April 1st, Noon.
S.S. "Tenyo Maru"	22,000	E. Bent	April 8th, Noon.
S.S. "Shinyo Maru"	22,000	H. S. Smith	April 29th, Noon.
S.S. "Chiyu Maru"	22,000	W. O. T. Filmer	May 27th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post office.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 1st April, 1913, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
Buyo Maru	10,500	Thursday, April 3, Noon 1913.
Hongkong Maru	11,000	Wednesday, June 4, Noon
Kiyo Maru	17,200	Tuesday, August 5, Noon 1913.

For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

(KING'S BUILDING Opposite Blake Pier) [1]

"THE BIG" 4 OF THE
PACIFIC MAIL S.S. CO.

MONSIEUR	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	15,000 tons, twin screws.	15,000 tons, twin screws.
Also 11,000 tons, China, to 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea) Yokohama and Honolulu (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is not more by this route with its unparalleled opportunities, than by any other route.

For a return ticket to London the cost is but 60s. including berth and meals across America. To San Francisco via Japan and Honolulu the cost is 45s. For the INTERMEDIATE SERVICE (First Class accommodations are provided for 25s. to London (return ticket 45s.) and to San Francisco 45s. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers: Nile 11,000 Tons Starting Mar. 18, at 3 p.m.

Mongolia 27,000 " " Mar. 26, at 1 p.m.

Persia 9,000 " " Apr. 16, at 8 p.m.

Korea 18,000 " " Apr. 22, at 1 p.m.

Passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.

To Manila.

Leave Hongkong: Mar. 18 NILE Mar. 23

Mar. 18 MONGOLIA Mar. 18

Apr. 18 PERSIA Apr. 17

May 18 CHINA May 15

June 3 NILE June 5

May 11 MANCHURIA May 18

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opp. Blake Pier), FRED J. HALTON, Telephone No. 141

Hongkong, 26th January, 1913. Agent.

Panama-Pacific International Exposition-San Francisco-1913.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1018

DEVELOPING, PRINTING & ENLARGING

Hongkong, 1st May, 1911.

WING KEE & CO.

47-49, Crossnaught Rd.

SHIPHANDLERS,

PROVISION & COAL

MERCHANT

Hongkong, 26th May, 1912.

LOG BOOK.

Death of an Old China Hand.

The death is announced, in Germany, of Mr. Joachim H. Susseml, late of the Chinese Customs and a former Harbour Master at Tientsin.

The "Corner Stone" of Panama.

Whether or not the American Nation finally decides to allow its coastwise rights in the Panama canal to be arbitrated, Senator Root goes a great deal too far, says the "New York Mail" when he says that the declaration regarding tolls in the Hay-Pauncefote treaty is "the corner stone of the rights of the United States at the Panama canal." The statement is historically absurd. The rights of the United States at the Panama canal have grown wholly out of the exercise of sovereign powers by the United States and the republic of Panama since the Hay-Pauncefote treaty was ratified. There was no republic of Panama when that treaty was Panama. There was Nicaraguan canal project which had been officially approved by our engineers, and which, as most Americans supposed, had taken the place of the abandoned French Panama project. And there was a supposed, an assumed territorial right of Great Britain in a strip of the Atlantic coast of Nicaragua—the so-called Mosquito coast. Panama was made after 1901. The foundation of our authority there is the world's recognition of the force and efficacy of our sovereign will, exercised toward that region. We have annexed the zone. It is recognized as a part of our domain. It is a new thing but it is on exactly the same footing as our oldest soil. Our rights in it have nothing to do with the Mosquito coasts of Nicaragua. This fact is the corner stone of our right in the Panama canal. Why not recognize it?

The Rio de Janeiro.

Last month the Brazilian super-Dreadnought Rio de Janeiro was launched in England. By the time she is placed in commission it is said that she will be the most powerful battleship afloat. A craze for the construction of monster battle-ships seems to have pervaded South America during the last few years. A vessel of 28,000 tons, to have an armament of ten fourteen-inch and twenty 4.7-inch guns is at present under construction in England for the Chilean Government. Argentina has two battleships with a displacement of 27,000 tons, and each carries an armament composed of twelve-inch and twelve six-inch guns. In addition this state has twelve thirty-two-knot destroyers. Secondary navies of this character can only be intended to prevent aggression on the part of neighbouring states especially in the case of South America, which is presumably protected by the Monroe doctrine. Russia is anxious, says the "Victoria Colonist," to purchase the battleship but it is understood that the Brazilian Government will refuse to sell, although the Minister of Finance is inclined to accept the offer. From time to time it has been stated that one or more of the battle-ship orders from South America had been placed on behalf of either Germany or Great Britain, but as yet nothing has developed to warrant any such supposition. The Rio de Janeiro is the last word in super-Dreadnoughts, and her acquisition would be a highly important one to any of the great powers. Her length is 632 feet; beam, 89 feet; and displacement 27,600 tons. Her armament will comprise fourteen twelve-inch guns in double turrets, twenty six-inch guns, ten three-pounders and three torpedo tubes. As a fighting vessel she will not be equal to the British battle-ships to be provided for in the next estimates as it is understood that they will be armed with fifteen-inch guns and will be of greater tonnage than any laid down.

Don't Forget after 10 p.m. Sup. of

Light Refreshments.

ALEXANDRA CAFE.

Open 'till Midnight.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES
via STRAITS and COLOMBO,Marseilles, Havre, Bremen and Hamburg and New York.
And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (O.).Taking Cargo at Through rates to all European North Continental and British Ports, also Telex
Lubeck, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Marseilles, Havre & Hamburg:
S.S. SITHONIA 28th March	S.S. BELGRAVIA 19th March
BOYNE 2nd April	For Havre, Bremen & Hamburg:
LIBERIA 13th April	S.S. O.J.D. ALLERS 21st March
ALEHA 27th April	For Havre & Hamburg:
SEGOVIA 8th May	S.S. SILEZIA 25th March
BIRKENFELS 19th May	For Havre & Hamburg:
SAXONIA 22nd May	S.S. SCHWABENBURG 28th March
FURSTBLOW 2nd June	For Vancouver, S. & O. T. & P. land (Or.):
PREUSSEN 24th June	S.S. SITHONIA 28th March
	For Rotterdam, Bremen H. & A.werp:
	S.S. SACHSEN 18th April
	For Havre & Hamburg:
	S.S. SCANDIA 14th April

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.BRITISH INDIA S. N.
CO., LTD.NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.
EASTWARD.The S.S. "MUTTRA" 4644 tons gross, Captain H. Carey, will be
despatched for YOKOHAMA & KOBE on the 15th March at noon, and
will be followed by the S.S. "FUTALA" 4154 tons gross, Captain H. W.
Tallent, sailing here on or about the 29th March at noon, taking cargo and
passengers at current rates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.
Telephone No. 215,
Hongkong, 14th March, 1913.

LOG BOOK.

Japanese Shipping Subsidies.

The Japanese Department of Communications, considering it to be necessary to continue the subsidy on the European shipping service, the form of which expires this month, has included an estimate of Y. 413,215 in the Budget for the coming fiscal year, and it is suggested that an even larger sum of Y. 424,721 will be included with the same object in the Budget estimates for 1914-15, says the "Japan Herald." No subsidy proposals for the years after 1915 have been yet discussed, because the term during which 'subsidies' are to be granted expires in 1914 and accordingly, new proposals will have to be introduced after the introduction of reforms in the subsidy system. On the expiration of the period during which navigation encouragement subsidies are granted, on September 30 next, grants to steamers of over 1,000 tons, with a speed of ten knots, navigating services of a length of over 1,000 nautical miles are to be abolished and instead subsidies will be granted to services. The amount of subsidy to be granted to steamers, estimated in the Budget for the next fiscal year, is Y. 660,000.—Exchange.

Great Britain's Ship-building Record.

The annual summary of ship-building at home and abroad issued by Lloyd's register of British and foreign shipping shows remarkable increase in the industry all round, France being the only country for which a decrease has to be recorded. The total output of the United Kingdom in 1912 exceeded that of all other countries combined, being 1,930,251 tons out of a total world's output of 3,438,388 tons. Of merchant vessels there were 712, with a total tonnage of 1,738,514 tons, of which 30, totalling 191,737 tons, were of war tonnage. The total for other countries was 1,171,171 tons, of which 1,156,147 tons were of merchant tonnage. Men-of-war built in 1912, 1,156,147 tons, of which 1,156,147 tons were of merchant tonnage. Men-of-war built in 1912, 1,156,147 tons, of which 1,156,147 tons were of merchant tonnage.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Den of Crombie.	J. M. & Co.	31 March, about
London and Antwerp via Singapore, &c.	Namur	P. & O. Co.	19 March, about
Havre and Hamburg, &c.	Silesia	H. A. L.	25 March
do do	Schwarzburg	H. A. L.	28 March
Havre, Bremen and Hamburg, &c.	O. J. D. Ahlers	H. A. L.	21 March
Marseilles, Bremen, and Hamburg, &c.	Belgravia	H. A. L.	21 March
Marseilles, London and Antwerp via S. p. re, &c.	Miyasaki Maru	N. Y. K.	26 March
Marseilles, via Saigon, S. p. re, O. b. o, Port Said.	Nora	M. M. Co.	25 March
Mexico, Peruvian and Chili via Japan	Buyo Maru	T. K. K.	23 April
U. K. & Continental Ports	Glenloggan	S. T. & Co.	Middle of March
Naples, Genoa, Algiers, Gibraltar, S. ton, Manila	P. E. Friedrich	M. & Co.	19 March
Trieste, Fiume, Venice via Singapore, &c.	Austria	S. W. & Co.	7 April, about
Rotterdam, Bremen, Hamburg, & Antwerp, &c.	Sachsen	H. A. L.	13 April

New York, San Francisco and Canada.

New York	Shimosa	D. & Co.	25 March about
New York via Suez Canal	Welsh Prince	A. K. & Co.	12 April
Boston & New York via Ports & Suez Canal	Inverclyde	S. T. & Co.	2 April, about
San Francisco via Shanghai and Japan, &c.	Mongolia	P. M. Co.	25 March
do do do do	Nippon Maru	T. K. K.	1 April
San Francisco via Manila & Japan, &c.	Nile	P. M. Co.	13 March
Victoria, B.C., and Tacoma via Japan, &c.	Tacoma Maru	O. S. K.	22 March
Victoria, B.C., and Tacoma via Shanghai, &c.	Panama Maru	O. S. K.	2 April
Victoria, Vancouver, B.C., Seattle	Harpagus	J. M. & Co.	10 June, about
Victoria, B.C., and Seattle via Shanghai, &c.	Awa Maru	N. Y. K.	25 March
Vancouver B.C., and Portland (Or.)	Sithonia	H. A. L.	28 March
Vancouver via Shanghai and Japan, &c.	Empress of India	C. P. R. Co.	5 April
do do do do	Empress of Japan	C. P. R. Co.	25 April
Vancouver, Seattle, Tacoma & Portland, &c.	Flintshire	J. M. & Co.	5 April, about
Portland, Tacoma and Seattle	Monmouthshire	J. M. & Co.	27 June, about

Australis.

Australian Ports via Manila	Prinz Waldemar	M. & Co.	22 March
do do do	St. Albans	G. L. & Co.	29 March
do do do	Yawata Maru	N. Y. K.	9 April

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. O. J. L.	Quick despatch
do do do	Tjimahi	J. O. J. L.	Quick despatch
Bombay via Singapore & Colombo	Bombay Maru	N. Y. K.	17 March
Bombay via Singapore and Penang	Capri	C. & Co.	21 March
Singapore, Penang and Rangoon	Torilla	D. S. & Co.	20 March
Singapore, Port Swettenham, Penang and C. la.	Thongwa	D. S. & Co.	18 March
Kudat and Sandakan	Borneo	M. & Co.	Beginning of April
Japan	Tjiliwang	J. O. J. L.	Quick despatch
Kobe and Yokohama	Iyo Maru	N. Y. K.	16 March
do do do	Kitano Maru	T. K. K.	27 March
do do do	Cublenz	M. & Co.	1 April, about
Yokohama and Kobe via Shanghai	Austria	S. W. & Co.	1 April, about
do do do	China	S. W. & Co.	31 March, about
Tientsin	Huichow	B. & S.	18 March
do	Chongching	J. M. & Co.	18 March
Amoy and Takao via Swatow and Amoy	Sosun Maru	O. S. K.	19 March
Swatow, Amoy and Foochow	Haiyang	D. L. & Co.	18 March
Tamant via Swatow and Amoy	Daijin Maru	O. S. K.	16 March
Shanghai, Kobe and Yokohama	Hakata Maru	N. Y. K.	17 March
do do do	Ernest Simons	M. M. Co.	24 March
Shanghai, Kobe and Moji	Dilwara	D. S. & Co.	21 March
Shanghai, Moji, Kobe and Yokohama	Nora	P. & O. Co.	21 March, about
Shanghai, Nagasaki, Kobe and Yokohama	Princess Alice	M. & Co.	19 March, about
Shanghai, Yokohama, Kobe and Moji	Japan	A. N. & Co.	24 March, about
Shanghai	Tjilatjap	J. O. J. L.	Quick despatch
do	Tjibodas	J. O. J. L.	Quick despatch
do	Tjikini	J. O. J. L.	Quick despatch
do	Koerber	S. W. & Co.	29 March
do	Kansu	B. & S.	15 March
do	Hangsang	J. M. & Co.	20 March

for all countries during the year numbered 174, having a tonnage of 534,029, and this total includes twenty-eight ships for Great Britain with a total tonnage of 163,087.

Prince as Footballer.

We read that the Prince of Wales visited Winchester on February 11 and played in a football match between Magdalen College second eleven and the Winchester College second team. The Prince played inside-right for his college, and a good game ended in a draw of three goals apiece. The game attracted a large gathering of spectators, but fog prevented the play being followed closely.

America's Richest Baby.

America's richest baby, Vinson McLean, better known as "the \$20,000,000 baby," is now three years old, and henceforth he will have as constant companion and playmate a little negro boy of lowly birth. Mr. Edward McLean and his wife, says the "Telegraph," have always feared that the child's knowledge of the fabulous wealth in store for him might cause him to grow up to be a snob, and they have adopted John Winbush, a five-year-old negro, so that Baby McLean will have democratic ideas from his infancy.

To Sail

FOR SINGAPORE, PORT
SWETTENHAM PENANG
AND CALCUTTA.(Taking cargo on Through Bills of
Lading to Rangoon, Madras,
and Mauritius.)

THE Steamship

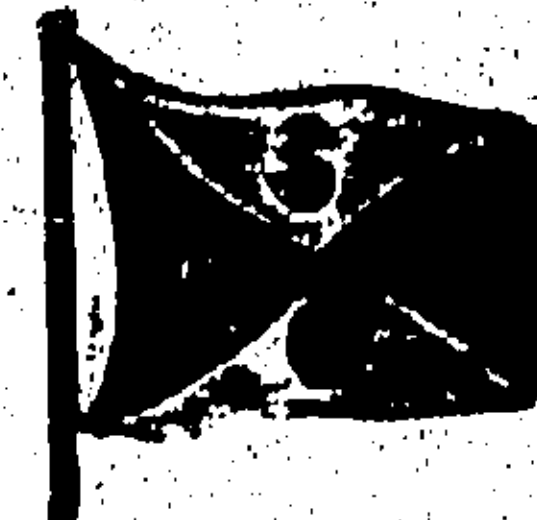
"THONGWA,"
Capt. O. M. B. B. will be despatched
as above on TUESDAY the
18th inst., at 1 p.m.For Freight Passage, apply to,
DAVID SASSOON & CO. LTD.
Agents.This Steamer is fitted with wireless
telegraphy.
Hongkong 10th Mar. 1913 [215]THE AMERICAN & ORIENTAL
LINE.FOR NEW YORK via SUEZ
CANAL.(With liberty to call at the Malabar
Coast.)

THE Steamship

"WELSH PRINCE,"
Capt. McKry, will be despatched as
above on Saturday the 19th April.For Freight and passage apply to
ARNOLD KARBURG & CO.
General Agents.
Hongkong, 11th Mar. 1913. (242)

To Sail

Hongkong—New York.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON & NEW YORK via
PORTS & SUEZ CANAL.(With liberty to call at the Malabar
Coast.)British S.S. "INVEROLYDE"
on or about 2nd April, 1913.For freight and further information,
apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, Feb. 26th 1913. [218]

Regular Steamship Service

With liberty to call at the
Malabar Coast.FOR BOSTON & NEW YORK
S.S. "SHIMOSA" on or about
25th Mar.For Freight and further information,
apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 11th Mar. 1913. (241)MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For.	Vessel.
Hoihow, Saigon, Swatow, Japan, Haiphong.	Machew. Kintall. Haimun. Daijin Maru. Iyo Maru. Sungkiang.
Macao, Newchwang, Tientsin, Japan, Bombay.	Sui Tai. Kiukiang. Huichow. Hakata Maru. Bombay Maru.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From.	Vessels.
Singapore, Mojji.	Dilwara. Torilla.

ARRIVE ON MONDAY.

From.	Vessels.
Kobe, London.	Capri. Den of Glamis.

AMERICAN MAIL.

The P. M. s.s. Persia left San
Francisco on the 8th inst.

The P. M. s.s. Mongolia with the
American mail left San Francisco
for this port, via Honolulu the
usual Japan Ports and Manila on
the 15th ult.

The T. K. K. s.s. Tenyo Maru
left San Francisco for Hongkong
via usual ports on the 1st instant
and is due here on the 28th inst.

The P. M. s.s. Mongolia sailed
from Yokohama for this port via
Kobe, Nagasaki and Manila on
the 7th inst. between 4 and 6 a.m.
Her mails have been transferred
to the C. P. R. s.s. Empress of
India.

The T. K. K. s.s. Shinyo Maru
arrives at San Francisco on the
18th inst., and leaves again for
Hongkong on the 22nd inst.

MERCHANT STEAMERS.

The Mogul Line s.s. Ghazee left
United Kingdom on the 26th Jan.
for the Far East via Straits.

The s.s. Glenloch passed the
Suez Canal on 18th ult., for Hong-
kong via Straits.

The American & Manchurian
Line str. Kasenga passed the
Suez Canal on the 25th ult., and
is due here on or about 28th inst.

The s.s. Capri left Kobe for this
port on 11th inst. be expected
here on the 17th inst.

The P. & O. s.s. Nile is expect-
ed to arrive at Colombo on the
19th inst., at 3 p.m.

The T. K. K. s.s. Kiyo Maru
arrives at Manzanillo from Hono-
lulu, on the 8th inst., and leaves
again for Salina Cruz on the 20th
inst.

The s.s. Dilwara, from Calcutta
left Singapore on the 11th inst.
and may be expected here on the
16th inst., a.m.

The s.s. Torilla, from Yoko-
hama and Kobe, left Moji on the
11th inst., and may be expected
here on the 16th inst., a.m.

The I. O. S. N. s.s. Fooksang
from Calcutta is due at Hongkong
on the 20th inst.

The S. L. s.s. Den of Glamis
from London is due at Hongkong
on the 17th inst.

The Ben Line s.s. Benarty, from
Antwerp, Middlesbrough, and Lon-
don, left Singapore on the 12th
inst., a.m., and may be expected
to arrive here on the 19th inst.

The Bank Line s.s. Bilbster left
Moji on the 13th inst., and is ex-
pected to arrive here on the 19th
inst.

The Mogul Line s.s. Ghazee
from United Kingdom left Singa-
pore on the 13th inst., morning,
and is therefore due here on the
16th inst.

The P. & O. s.s. Nore is expect-
ed to arrive at Singapore on the
15th inst., p.m., and is expected to
leave Singapore on the 17th inst.,
a.m.

The T. K. K. s.s. Buyo Maru,
arrived at Yokohama from Hono-
lulu on the 3rd inst., and is due
in Hongkong on the 20th inst.

The T. K. K. s.s. Nippon Maru
left Honolulu for Yokohama on
the 27th ult., and is due in Hong-
kong on the 20th inst.

The Mogul Line str. Lothian
sailed from the United Kingdom
on the 25th ult., for the Far East
via Straits.

The S. E. A. Co. s.s. Japan left
Port Said on the 26th ult., and is
expected to arrive here on the
20th inst.

VESSELS IN PORT.

Steamers.
Asahi Maru, Jap. s.s., 1,740, Na-
kano, 12th Mar.—Rangoon
8th Mar., Rice.—M. & C.

Daijin Maru, Jap. s.s., 899, Na-
zako, 12th Mar.—Tamsui
9th Mar., Gen.—O. S. K.

Dagay, Nor. s.s., 882, Silvesen,
13th Mar.—Bangkok 5th
Mar., Rice.—T. & C.

Haimun, Br. s.s., 641, Evans, 14th
Mar.—Swatow 13th Mar.
Gen.—D. L. & Co.

Halvard, Nor. s.s., 1,066, Ander-
sen, 13th Mar.—Bang-
kok via Swatow 11th
Mar., Rice.—T. & C.

Hyndford, Br. s.s., 2,775, Horne,
11th Mar.—Sabang 27th
Feb., Oil.—S. O. Co.

Kaifong, Br. s.s., 1,025, C. P. Cole,
14th Mar.—Manila 1st
Mar., Gen.—B. & S.

Kineall, Br. s.s., 2,252, Saunders,
11th Mar.—Milke 6th
Mar., Coal.—D. & Co.

Keongwai, Ger. s.s., 1,115, Joh-
Kohler, 12th Mar.—Bang-
kok 4th Mar., Rice.—B.
& S.

Kweilin, Br. s.s., 1,050, Mills, 6th
Mar.—anton 5th Mar.,
Gen.—B. & S.

Lyeemcon, Ger. s.s., 1,236, Sarh,
10th Mar.—Saigon 6th
Mar., Gen.—H. A. L.

Machew, Ger. s.s., 995, Zollner,
10th Mar.—Bangkok via
Hoiohow 2nd Mar., Rice.
—North German Lloyd.

Nile, Br. s.s., 3,156, Lapraik, 11th
Mar.—San Francisco
8th Mar., Gen.—P. M. Co.

Paklat, Ger. s.s., 1,080, Wenzel,
12th Mar.—Saigon 7th
Mar., Rice.—N. D. L.

Produce, Nor. s.s., 743, Winsnes,
12th Mar.—Bangkok 4th
Mar., Rice.—Kin Teng
Lee.

Samsen, Ger. s.s., 998, R. Peter,
11th Mar.—Bangkok
4th Mar., Rice.—B. & S.

Tacoma Maru, Jap. s.s., 3,330, T.
Hamada, 13th Mar.—
Manila 10th Mar., Flour.
—O. S. K.

Takai Maru, Jap. s.s., 2,717, K.
Okamura, 14th Mar.—
Bike 5th Mar., Coal.—
M. & C.

Thongwa, Br. s.s., 3,423, Robins,
17th Mar.—Moji 8th Mar.
Coal.—D. S. & Co.

Tientsin, Br. s.s., 1,227, Robert-
son, 12th Mar.—Saigon
7th Mar., Rice.—B. & S.

Unkai Maru, Jap. s.s., 2,275, Ya-
mashita, 12th Mar.—
Moji, Coal.—M. & C.

Varg, Nor. s.s., 890, Rasmussen,
12th Mar.—Canton 11th
Mar., Ballast.—Bradley.

Yunnan, Br. s.s., 1,208, French,
13th Mar.—Canton 12th
Mar., Gen.—B. & S.

Zafiro, Am. s.s., McMurray, 14th
Mar.—Manila 11th Mar.,
Gen.—S. T. Co.

If you have lost your copy of the
big Volume of last March at the
ALEXANDER & CO. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220

HONGKONG DOG SHOW.

Many Good and Well-Conditioned Animals on View.

From the time when "Telegraph" first took up the question of the advisability of holding a Day Show in Hongkong until today, when that show has become an accomplished fact, the fates have shown themselves more or less hostile to the idea. Many difficulties lay in the way of getting together a competent committee, and when these were successfully set aside, new hindrances of one sort or other arose—not the least of these being a certain unkindness on the part of the public to enter their dogs.

One by one, however, all obstacles have been removed and Hongkong has had its Dog Show. The last and crowning drawback was, of course, the weather, which was past praying for. Rain fell without a minute's cessation during the morning and those visitors, especially the ladies, who put in an appearance at the Grand Stand are to be congratulated on their pluck.

The ground floor of the Stand at Happy Valley, which the courtesies of the Jockey Club had placed at the Committee's disposal, made an excellent stage for operations. Excellent arrangements had been made for the housing of the dogs, each having his own little cubicle and a collar to attend to his wants and keep him in order. The space near the weighing-in room was devoted to the judging, dogs being led there from the hatches by their owners or coolies in order of catalogue.

The dogs must certainly be said to have behaved themselves well; here and there, during the judging, one or two belligerent animals evidently considered that the prizes should go to the best fighter but the skilful manipulation of their respective owners prevented anything of the nature of a "scrap," and, as a whole, there was little barking or snarling and less snapping.

As was anticipated, the largest classes were Irish and Fox Terriers, Chows and the two Championship classes, and the judging of these was no easy matter. Various visitors were overheard to remark that they "didn't know there were so many good dogs in Hongkong." Those who saw the dogs that were to stand for the championship to-day will endorse the statement which we made when we first sought to interest our readers in the matter: that Hongkong and Shanghai stand quite alone in the East. Near or far, for being able to produce good and well-conditioned dogs. Forty-one animals of both sexes offered themselves for the Championship; among which Miss Denison's "Fritz" (Fox Terrier), Mrs. Jordan's "Peggy" (Pug), Miss Kennedy's "Vanguard" (Aberdeen) Mr. G. K. Hall Brutton's "Billy" (Bull), Mr. Frieland's "King" (Irish Terrier), Mr. Lunn's three Pinschers, Hundo, and half a dozen others, would really attract notice in any show. Among the Chows Mrs. Perfect's "Moss" ran Mrs. Chatham's "Winkie of Laverdrie" very close for first prize. Inspector Taylor's Wire-haired Fox Terrier "Ah Wong" had a fairly easy win.

Towards the closing date for entries the Pointer and Setter classes filled in better than they had at first promised to do, and in day six of the former and five of the latter were shown. Among the pointers the first prize was awarded to Mr. Pereira's two-year old "Pilot," Mr. Grant's pup "Don" getting an easy win among the setters.

Later in the day the visitors increased to an encouraging extent, among these present being H. E. The Governor and Lady May.

Subjoined is the list of prize-winners—

Class 1. Fox terriers Smooth:—1, Miss Denison's "Fritz," dog, 1 year; 2, Mr. D. V. Seavenson's "Peter the Third" dog, seventeen months; 3, Dr. G. N. Black's "Billie," dog, 10 months.

Class 2. Wire-haired Fox terriers:—1, Insp. Taylor's "Ah Wong" dog, 2½ years; v.h.c. Capt. P.W.O. Johnston's "Dandy" dog, 5 years.

Class 3. Irish Terrier:—1 Major Martin's "Marian Peggy," bitch, (Continued on page 12)

COMPANY MEETING.

(Continued from page 4).

first cost rate, but at something considerably less than the re-plotting rate, and it ought to be easily saleable at the figure given but better is expected. Consignments are made to the various agents, and as customary without asking for security.

Question.

(3) How has the rope and hemp in factory been valued so as to appear a noning the assets as \$101,700.19?

Answer.

(3) The factory stocks have been valued on the same principle as the consignments have.

Question.

(4) Has the value of land and/or buildings and/or stock and/or stores ever been written up by the General Managers? If so when and why?

The Chairman: It is not quite clear in my mind when Mr. Moss

Mr. Moss: As the market value increases, do you write them up?

The Chairman: What do you refer to, hemp or rope?

Mr. Moss: It may be re-valued at higher prices. Is it in the balance sheet at the end of the year? Have you done that?

The Chairman: Of course. In one year the value is ten cents and the following year twenty cents a pound, naturally the value is put up. It is not the writing up of the same identical cargo. You must remember that the cargo changes. If you refer to buildings and plant the answer is simply no.

Question.

(5) Are the sales to Chinese (except those for cash) guaranteed by a compromise? If not, why has no provision been made for bail and doubtful debts?

Answer.

(5) Sales to Chinese are now guaranteed by the Compradore. The bail debts referred to in my previous remarks to day were debited to working account, and no commission has been charged thereon.

Question.

(6) Do the General Managers in calculating their commissions on sales also charge commissions on Freight, Consular Invoice Fees, Insurance, etc.?

Answer.

(6) Commission is charged as per Articles of Association, on the gross proceeds of all sales, and not on the net proceeds, and this was obviously contemplated at the time the Articles were drawn up. Gross proceeds must be taken to be the return to the Company in the shape of remittance, from the port where sold, and are the sale prices there less the local charges.

Question.

(7) Have the general managers at any time considered uncollectable accounts as "gross proceeds of sales" and charged commission thereon?

The Chairman: The expression "at any time" is a very wide one.

Mr. Moss: Of course it is.

The Chairman:—This company has existed for thirty years, and I cannot tell you about any time but in the immediate past.

Answer.

(7) The General Managers are and always have been of opinion that the occurrence of bad debts where reasonable care has been exercised should have no effect upon the commission earned. If a del credere is charged the debt must be made good and there can be no question about the selling commission. Strictly speaking the mere fact of a del credere being or not being charged should not affect the selling commission. The remuneration for the work entailed in making sales is rightly due and should always be paid, but in actual practice at present the charge is gratuitously waived.

Question.

(8) Is the coal used purchased through Messrs Showan, Tomes and Co., of Japan, and if so do Showan, Tomes & Co., in Japan receive a commission for super-vising the purchase and/or loading of same? If so, how much, and could this work be done more cheaply by other firms in Japan.

Answer.

(8) The quantity of coal used only about 18 tons per week the year through, is too small to be especially purchased in Japan, and is supplied locally at market prices mostly by Showan, Tomes & Co.

Question.

(9) Does the business done by the Rangoon Office of the Rope Co. show a profit after deducting and calculating all the running expenses that can properly be charged thereto?

Answer.

(9) The Rangoon office pays its way and shows a fair profit over expenses and for oil cable work it is deemed preferable for the Company to have its own agent rather than depend on some mercantile firm.

Question.

(10) Will the General Managers consult the Consulting Committee as to the advisability of selling at first reasonable opportunity the shares of the Green Island Cement Co. and the China Provident Loan & Mortgage Co., and investing the proceeds in first mortgages or other gilt-edged securities?

Answer.

(10) The Consulting Committee agreed with the General Managers that it would be inadvisable to dispose of the investment holdings of the Company at present.

Mr. Moss:—At present? I am much obliged. The questions have been answered in a fairly satisfactory manner. Thank you.

The Chairman:—There being no other questions to be asked, gentlemen, I beg to move the adoption of the report and accounts as read.

Mr. H. P. White:—I second that.

The Consulting Committee.

The Chairman:—Proposed by myself and seconded by Mr. White that the report and accounts be adopted. All those in favour—Carried unanimously. The next business is the re-election of the Consulting Committee for next year.

Mr. Young: I propose that Messrs H.P. White, D.W. Craddock and Dr. J.W. Noble be elected as the Consulting Committee for the ensuing year.

Mr. Klink second the resolution and the motion was carried unanimously.

Election of Auditors.

Mr. Hancock proposed that Messrs W.H. Potts and A.O.D. Gourdin be appointed Auditors, the remuneration of \$200 each.

Mr. Moss seconded and the resolution was carried.

The Chairman:—That is all the business gentlemen. Dividend warrants are now ready.

The meeting then concluded.

THE OPIUM QUESTION.

The Peking correspondent of the "Globe," writing with reference to the opium question, says it must be remembered the trade was originally legalised owing to the tremendous Chinese demand for opium, which led to the undesirable contraband traffic, and that the premature suppression of the Indian traffic can only have one result, namely, a tremendous recrudescence of the trade in smuggled native opium, as whatever measures the Chinese authorities may adopt opium smoking can no more be eradicated in China by proclamation than could tobacco smoking or whisky drinking in England—as a matter of fact, much less easily.

Leave.

Station leave of absence is granted to Major F. J. Hunter, A.O.D., from 21st to 25th March, inclusive.

A Growing Business.

Our readers will observe from our advertisement columns that Messrs Wm. Powell, Ltd., are establishing a tailoring department at their main store, and that the services of an experienced cutter have been secured.

Fatal Nimbleness.

At the age of 84, after a fatal jump from a moving train at Victoria, Mr. Thomas Sokey, a retired Bloomsbury builder, said: "I have made a mess of it this time." At the inquest the son said that the old man used to jump from vehicles in motion to exhibit his nimbleness.

IMPORTANT MANDAMUS JUDGMENT.

Rule Discharged in Dispute as to Plans.

This morning, in the Supreme Court, judgment was given by the Chief Justice, Sir William Rees Davies K.C., and the Puisne Judge, Mr. Justice Gompertz, on an application asking that the Building Authority should be called on to show why a writ of mandamus should not be issued against him, to approve of certain amended plans, to wit:—plans of a proposed building on Section C of Island Lot No. 799, submitted to him on December 22, 1912, by Messrs. Palmer and Turner on behalf of Lo Chop Sun, owner of the section in question, or for such other order as the honourable court may deem expedient, in the matter, under the provisions of Section 265 of the Public Health and Buildings Ordinance No. 1 of 1903.

Mr. Eldon Pelter, instructed by Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master, made the application, and the Attorney General, Mr. J. A. S. Bucknill, instructed by the Crown Solicitor, Mr. J. H. Kemp, responded.

His Lordship said:—This is an application for a mandamus on a rule nisi granted by me calling upon the Building Authority to show cause why he should not approve certain plans of proposed buildings submitted to him under the Public Health and Buildings Ordinance of the Colony. The application purports to be under the provisions of section 265 of the Ordinance. That section gives a right of appeal to the Governor in Council against the decision of any person entrusted with powers under the Ordinance, and it contains a proviso, which reads as follows:—Provided that nothing herein contained shall be deemed to prevent any person from applying to the Supreme Court for a mandamus, injunction, prohibition or other order, should he elect to do so, instead of appealing to the Governor in Council under this section.

It is contended by counsel for the applicants, that this proviso creates a specific remedy of mandamus both on questions of fact and law irrespective of the appeal to the Governor in Council, and that English authorities relating to the writ of mandamus in the case of a local authority have no bearing in this colony, owing to the terms of the proviso referred to.

Although for reasons which I shall subsequently state, the question does not actually arise, I adhere to the view which I expressed during the argument, that the proviso simply preserves to the applicant in express terms the common law remedy by mandamus in lieu of appeal to the Governor in Council and goes no further.

Now, the numerous authorities recited to us by the learned Attorney General show that the court will not interfere by mandamus with a local authority which has exercised its discretion on a question of fact, and undoubtedly there is a chain of authorities in support of that contention; but it is also clear that a mandamus will lie where an action of the local authority involves a question of law and not of fact. The latest authority *Rex v. Preston Rural District Council*, reported in Vol. 108 of Law Times 1912, appears to me to be quite analogous to the present case. It is decided that where a building owner submitted to the Local Authority plans of proposed new buildings, the plans complying with the bye-laws of the Local Authority had no jurisdiction to refuse to approve the plans and the court can by a mandamus review their decision.

Lord Alverstone, Chief Justice, in discriminating between questions of fact and questions of law says:—In nothing which I say or by which I express myself, do I wish to suggest that if there is any substantial question of fact, either a main question or incidental question of fact, which the Local Authority had a right to consider and form their judgment upon, this court will grant a mandamus. If I thought that the argument addressed to us for the respondents was right, that this was really a question of the local authority

upon a question of fact, I should decline to make this rule absolute. But it seems to me it is to be clearly understood on looking at the terms of the bye laws and the plans which are before us, that there is no real question of fact which could be decided by the local authority as to be a reason for not granting a mandamus. It is also clear that where a Local Authority usurps jurisdiction by attaching to their approval a condition which they no power to enforce, a mandamus will lie compelling them to approve the plans (*Rex v. Tynemouth Rural District Council*, 1896.2 Q.B.D. 219).

Now this case depends entirely upon the legal construction placed on certain sections of the Public Health and Buildings Ordinance. There is no question of fact concerned and so the question of the exercise of the discretion or of good faith, of the Building Authority does not arise.

That authority has refused to approve certain plans submitted to him upon the grounds that are not in conformity with the requirements of the Ordinance for the reasons given.

We have to decide whether the objections for refusing to approve the plans are or are not well founded.

I will proceed to deal briefly with the points raised. Section 153 (2) of the Ordinance, as far as is material, reads as follows: "The Building Authority shall require the provision of such windows as shall admit of the sub-division of every storey into rooms each of which shall contain an area not exceeding one hundred square feet and on which the least dimension shall not be less than seven feet. Let point:—Objection is taken that the plans do not admit of the sub-division of the whole area of the storeys above the ground storey in rooms of the dimensions required by the section. The Attorney-General stated that the plans show too much depth for such division and the object is to ensure that the whole area shall be capable of providing windows so that each room shall have a window of the statutory dimensions. The architects contend that there is no mention in the Ordinance of the "whole area" of the storeys and that if such assumption were acted upon no space would be available for passage ways or for ingress to the rooms. Now Section 150 deals with light and air and specially sets out the necessary requirements as to windows in every storey, and placing what I think is a strict and logical construction on section 153 I am of opinion that the architects' contention on this point is a correct one, that while the legal dimensions of the sub-division should be such as to enable the rooms to be constructed maintained or used for sleeping purposes" (see sub-section 1 of the section in question) and this of necessity must allow of passage ways and stairs. The words "the whole area" do not appear in the section and no sufficient grounds have, I think, been shown for reading them into the section. On the contrary their insertion, it seems, would make the provisions of the section unworkable. Second point:—The second objection taken to the plans is that the servants' quarters exceed four storeys in height in contravention of section 188 (5) "which reads 'no domestic building shall exceed four storeys in height including the ground storey.' Now a storey is defined as follows: 'Storey means the space between the upper surface of every floor and the upper surface of the floor next above it or if there be no such floor of the roof next above the said floor, but does not include any space which is provided for the purpose of ventilation or any space which has a less height than nine feet.' The Building Authority says that the applicant's plans show that the space between the upper surface of the floor of the basement and the upper surface of the floor next above it is nine feet in height and that space therefore is a storey within the meaning of the definition. I have referred to the architects, however, contend that space means "clear space" between the top of one floor and the upper surface of the floor

mented to show that by raising the floor of the basement or by adding to the lower surface of the floor above it would not be a storey because it would have a height of less than nine feet. We have, however, to deal with the facts as we find them, and it is not for us to consider whether some slight structural alteration would have complied with the legal requirements or otherwise. Now the definition of storey does not use the words "clear space" and it appears to me that the architects in this case what they objected to the Building Authority doing as to the "whole area" in the first ground of objection, viz., reading in a word which does not appear in the definition. Now section 116 of the Ordinance discriminates between space and "clear" space by the specific use of the latter words, and if clear space was intended I see no reason why the word "clear" should not have been used in the definition, and in the absence of the word the definition is, I think, devoid of ambiguity. On this point in my opinion the objection of the Building Authority is valid. Third point:—The third point is that the lowest storey, i.e. the basement does not contain a clear space of nine feet measured vertically as required by the proviso of section 116 (1). It is not disputed, I understand, that the basement is to be or may be used for human habitation but the architects base their contention on the ground that it is not a storey as defined and so the section is not applicable. I have already given as my opinion that it is a storey and the section is applicable so the objection of the Building Authority holds good also on this point. The rule must be discharged, but as the architects have succeeded on what they regard as the main objection to the plans there should be, I think, no order as to costs.

The Puisne Judge concurred in the decision of the Chief Justice.

For Consignees.

Consignees of cargo by the a.s. Adriatic and a.s. Nile are asked note that goods not removed by Monday will be subject to

To-day's Advertisement

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to Port Said, Messina, Naples, Genoa and I cehura, also Venice and Trieste, all Mediterranean, Adriatic, Barcelona, Valencia, Alicante, Almeria, Malaga, Levantino and South American Ports up to Calao.)

THE Steamship

"CAPRI."

Capt. Amegna, will be de patched as above on THURSDAY, the 20th inst., at Noon.

For further particulars regarding freight and passage, apply to CARLOWITZ & CO. Agents.

Hongkong 15th, Mar., 1913. [108]

Consign e

FROM RHODE.

THE H. A. L. Steamship

"SPEZIA."

Captain Hennicke, having arrived. Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 19th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong 14th Mar., 1913. [251]

To-day's Advertisements

BOXING!

CITY HALL.

SATURDAY MARCH 22nd.

AT 8 P.M. SHARP.

15 Round Contest

For the Heavyweight Championship of the Orient

NOBBY GRANT

H.M.S. Flora

Heavyweight Champion of the Orient

STOKER ALFORD

H.M.S. Hampshire

Ex. Heavyweight Champion of India.

10 Round Contest

For the Middleweight Championship of the Orient

SEAMAN STEVENS

H.M.S. Minotaur

Middleweight Champion of the Garrison.

SEAMAN BALL

H.M.S. Hampshire

Ex. Middleweight Champion of Malta.

10 Round Contest

For the Featherweight Championship of the Garrison

PRIVATE SMITH

D.C.L.I. (Holder)

SEAMAN STENNING

H.M.S. Hampshire

Ex. Featherweight Champion of E. India.

6 Round Contest

Lightweight

SAPPER MILES, R.E.

L.S. MEADOWS

P.T.I. Hampshire

6 Round Contest

PTE. LITTLEJOHN

H.M.S. Tamar

SEAMAN TAIT

H.M.S. Minotaur

Ringside \$5.00 Stalls \$3.00

Others 2. & 1. Soldiers and Sailors \$1.00 in uniform to the 12.00 Seats.

Booking at MOUTRIES & CO. F.R. HALL, Promoter.

NOTICE.

W.M. POWELL, Ltd., having secured the services of a cutter with long and varied experience, beg to announce the establishment of a TAILORING DEPARTMENT in their main Store, Des Vaux Road. A trial order would be greatly appreciated. All Garments will be made in our own workshop.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"IYO MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 2nd Mar., will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 15th Mar., 1913. [252]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

THE R.M.S. Steamship

"EMPERESS OF INDIA."

The above mentioned steamer having arrived from Vancouver, Victoria and Japan Ports, Consignees of cargo are hereby notified that their goods, with the exception of Parcel, Treasure and Valuables are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, Godowns, where delivery can be obtained.

Goods on hand after the 24th Mar., will be subject to rent.

No Fire Insurance will be effected. All damaged packages are to be left in the Godowns and Office notified, when arrangements will be made for examination.

No claims will be admitted after the 8th day have left the Godowns.

D. W. ORADDOCK, General Traffic Agent.

Hongkong, 14th Mar., 1913. [253]

REMOVAL NOTICE.

To enable the "HONGKONG TELEGRAPH" to cope with STEADILY INCREASING BUSINESS, demanding more COMMODIOUS PREMISES, the office will shortly be removed to No. 1 Ice House Road—Corner of Battery Path and Queen's Road.

